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FIRST RIDE

The Venture goes Royal

The best CBR ever!

FIRST RIDE

TIME DATED WEEKLY NEWS

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Anthony Pocorobba (Suz) topped the 250cc A class at the final round of the AMA Fall Classic Series at Camp Coker Motocross in Society Hills, South Carolina, on November 1. **Doug Stone** (Kaw) was second and **Jeff Gibson** (Kaw) was third. At the final round of the AMA/Husqvarna Eastern National Four-Stroke Motocross Series, held in conjunction with the Fall Classic, Pocorobba (Yam) was again on the top step of the podium, with **Kelly Smith** (Hbg) and **Jason Thomas** (Hus) second and third.

Doug Dubach (Yam) was the big winner of the White Bros. Vet World Championships at Glen Helen Raceway in San Bernardino, California, October 31-November 1. Dubach won both Over 30 Pro-class motos to capture the overall victory. Second overall went to **Terry Fowler** (Yam), followed by **Adrian Robert** (Hon), **Larry Brooks** (Yam), and **Brian Manley** (Hon). Other class winners included **Kevin Foley** (Yam) in the Over 35 Expert class, **Chuck Sun** (Hbg) in the Over 40 Expert class, and **Rich Thorwaldson** (Hon) in the Over 50 Expert class.

Champion again department: American motocrosser **Kyle Lewis** rode his Suzuki of Japan entry to the 250cc Japanese Motocross Championship, October 24-25.

According to *Cycle News* contributor Paolo Gozzi, Italian road racer **Pier-Francesco Chili** has inked a one-year deal to ride a factory Suzuki GSXR-750 in the 1999 World Superbike Championship. The deal, reportedly worth $400,000, will put the Italian in the new Suzuki team run by Francesco Batta. Chili will join Katsuaki Fujiwara on the two-man team. "I need a chance to win the World title," Chili said, "and I think that Suzuki can offer it to me. I will have a great motivation to work very hard and to beat the Ducatis. During the 1998 season, I won five races - more than the other Ducati riders - but Ducati refused to bring me another opportunity. Ducati management will see next year that they made a wrong decision. The Suzuki machines are growing very well, and with my experience, the development can be faster. I don't know the Dunlop tires because I rode for many years with Michelins, but I will have full support and a full winter of tests to improve my feeling. My goal for 1999 will be to win races, and I know I can do that." The team will be sponsored by Corona Extra, Foxhound and Power Horse.

Reports from Europe indicate that Aprilia will likely hire Italian **Piergiorgio Bontempi** to ride its RSV1000 in the 1999 World Superbike Championship. Bontempi suffered two broken wrists in the Laguna Seca round of the World Superbike Championship this year while riding a Kawasaki for the Bertocchi team.

It now appears certain that Italian road racer **Doriano Romboni** will ride for a satellite Ducati World Superbike team in 1999. Romboni, who has spent his career entirely in the 250 and 500cc GPs, will either join the Gattolone team or the Benetton team and will have a factory bike at his disposal.

In the 1999 World Supersport Series, Kawasaki will field a two-man team, which will be run by Harald Eckl. The team will consist of two Scottish riders, **Ian MacPherson** and **John Crawford**.

The AMA has announced its 1998 Rookies of the Year in AMA Grand National Dirt Track and Superbike Series competition. Yamaha's **Jamie Hacking** has earned the Superbike Rookie of the Year honors after finishing the season ranked eighth in the championship point standings. Hacking finished third in the Daytona 200 and had back-to-back second-place finishes at New Hampshire International Speedway and the Mid-Ohio Sports Car Course. Hacking had climbed to fourth in the standings before a broken pelvis took him out of the series with two races remaining. The 27-year-old will return to race factory Yamahas in 1999. The AMA has given its Grand National Dirt Track Rookie of the Year award to **Bryan Bigelow**. Bigelow, 18, finished the season as the ninth-ranked rider in the Grand National Championship point standings. Over the course of the season, Bigelow finished in the top 10 eight times, with his best result being a fifth at the Oklahoma City Half Mile.

Australian road racer **Peter Goddard** has confirmed that he will race in the 1999 World Superbike Championship, but he has yet to confirm the team with which he is about to come to terms. There is talk, however, that Goddard will join the new Aprilia team for the coming season. The 1997 World Endurance Champion, who finished ninth in the 1998 World Superbike Championship, described his first year of World Superbike competition with Team Harris Suzuki as "frustrating," according to *Cycle News* contributor Darryl Flack. "It's been a long year, but we made some good developments with the bike, and both Suzukis were in the top 10 regularly, which wasn't the case in the past," Goddard said. "Basically, it just lacked top-end performance. We probably didn't develop the bike as far as we could, because most of the Harris guys in my team were new. That probably wasn't the best thing to do, because I was new, too - although I've been working with Suzukis since 1993. Still, I think we brought the bike a long way this year, but the lack of power was a problem. There were times when we were on the first or second row, and by the time we hit the end of the main straight, we were back in eighth or ninth."

EBC Brakes and NASB announced on November 1 at Daytona International Speedway that the **EBC Brakes Sport Bike Series** will continue as the featured class for the North American Sport Bike series in 1999, ending speculation that the NASB's Roger Edmondson would get out of racing pending the outcome of his lawsuit against the AMA, which is scheduled to be heard on December 9. The series will consist of six to eight races, beginning and ending with rounds at Daytona International Speedway, the dates of which will be announced in the near future, according to Edmondson. After the split with Formula USA at the end of last year, the EBC Brakes Sport Bike class became the featured class at NASB race meetings. The purse in 1999 will again be $5000 per race, with a $100,000 point fund. Edmondson also said that the rest of the classes in the racing program will be announced shortly. He added that he is talking with various sponsors about which classes would join Sport Bike in 1999.

Penguin Racing School's **Eric Wood** was forced to the back of the EBC Brakes Sport Bike during NASB action at Daytona after his Kawasaki ZX-6 was found to produce too much horsepower following his qualifying run on Sunday morning. Wood's Kawasaki produced 105 horsepower, three over the class-mandated maximum of 102. The EBC Brakes Sport Bike grid showed 52 entries, the biggest class of the NASB program. 4&6 Cycle's Todd Harrington took the pole position with a time of 1:58.647, averaging 108.018 mph. Wood ended up taking sixth.

Bartels' Harley-Davidson's **David Estok** was disqualified and asked to leave Daytona International Speedway after "verbally abusing" the race director on October 30 at the Speedway. Following his Harley-Davidson Twin Sports World Finals practice session, Estok called CCS and NASB head Roger Edmondson in the turn-one scoring area to voice his displeasure at having to practice with the Amateur riders who take part in the same session. After listening to Estok's tirade for a while, Edmondson hung up on him, at which point Estok went to turn one to confront Edmondson. Following that conversation, Estok returned to the paddock, where he voiced his opinion to track announcer Richard Chambers whose microphone, which was in the basket of his scooter, was inadvertently left on. Estok's derogatory comments about Edmondson and his wife, Peggy, were piped across the track's public-address system. Estok repeated those comments, along with others, at the riders meeting, after which he had a heated conversation with NASB race director Bill Fuhrman. Fuhrman disqualified Estok because of verbal abuse. In a phone call to the Daytona Beach News-Journal, which was printed in Saturday's paper, Estok said: "I want to practice with guys my skill level. It seems stupid to even have to say something like this. This is like SCCA guys practicing with Jeff Gordon at Winston Cup events." Pat Murphy, NASB communications director, said that the practice groupings had been the same for four years and were a product of necessity. The only way around it, Murphy said, was to practice the Buell Lightning series competitors with the Harleys, but many

Grand National numberama '99

The AMA has released the list of riders who will be carrying Grand National numbers into combat for the 1999 AMA Grand National Championship Series, which is tentatively scheduled to have 23 rounds. As always, it is important to reiterate that the dirt track number system is not based upon series finish, i.e. motocross and supercross, but rather upon availability and then finish. Single-digit numbers are the sole domain of past series champions, thus Scott Parker, Chris Carr and Jay Springsteen all have them. The number 3, long held by the late Ricky Graham and previously by 1970 title winner Gene Romero, is now vacant once again. Take a look, and you will see that there are some newcomers to the list and a few returning veterans as well.

1 - Scott Parker
4 - Chris Carr
9 - Jay Springsteen
10 - Dan Stanley
11 - Bryan Bigelow
12 - Rex Fisher
13 - Mickey Fay
14 - Paul Iwanaga
15 - Chris Evans
16 - Ronnie Jones
17 - Doug Davis
18 - Terry Poovey
19 - Paul Lynch
20 - Johnny Murphree
21 - Will Davis
22 - Dan Butler
23 - Kevin Atherton
24 - Mike Varnes
25 - Randy Texter
26 - Steve Butler
27 - Davey Camlin
28 - Shaun Russell
29 - Dale Jenneman
30 - Ron Waters
31 - Kenny Coolbeth
32 - Recil Hart
33 - J.R. Schnabel
34 - Marc Gifford
35 - Eli Price
36 - Wade Camlin
37 - J.P. Simonsen
39 - Del Schnitzer
40 - Jeff Annen
41 - Brett Landes
42 - Steve Morehead
43 - Joe Kopp
44 - Robert Knapp
45 - Jim Sumner
46 - Lonny Kopp
47 - Ryan Anderson
48 - Ian Segedy
49 - Chris Fitzhugh
50 - Trapper McDaniel
51 - Nate Wait
52 - John Faulkner III
53 - Gary Rogers
54 - William Brock III
55 - Troy Rose
56 - Lonnie Pauley
57 - Ken Yoder
58 - Greg Teague
59 - Willie McCoy
60 - James McIlvena
61 - Shawn Clark
62 - Paul Bergstrom
63 - Robert Buffington
64 - Alan Edie
65 - Jason Fletcher
66 - Geo Roeder II
67 - Mike Hacker
68 - Robert Miller
69 - Nicky Hayden
70 - John Hlebo III
71 - Georgie Price IV
72 - Steve Liberty
73 - Brent Armbruster
74 - Billy Martin
75 - Pat Buchanan
76 - Davey Durelle
77 - Scott Stump
78 - Ryan Brown
79 - Jason Sentell
80 - Rich King
81 - James Hart
82 - Mike Hale
83 - Paul Morgan III
84 - Brian Kromroy
85 - David Rayburn
86 - Jerry Vanderkooi
87 - Charlie Orr
88 - Robert Lewis Jr.
89 - Kevin Varnes
90 - Tim Eades
91 - Joe Duvall
92 - Randy Shank II
93 - Danny Koelsch
94 - Jess Roeder
95 - Joshua Butler
96 - Donald Paul
97 - Michelle DiSalvo
98 - Bret Beyer
99 - Roger Durkee

riders compete in both classes. Though it hadn't been officially announced at the end of the weekend, race officials were contemplating fining Estok $2500 and suspending him for one year. The suspension would begin after the fine was paid. According to NASB officials, the intent of the punishment is to discourage Estok from ever competing in an NASB event again.

The **Championship Cup Series** program has announced a major realignment of its regional setup for 1999 in a greater effort to appeal to the public and to assist riders as well. The Mid-West, Great Plains, and Great Lakes Regional series are now called the Mid-American Motorcycle Roadracing Championship and is expected to include 10 events using Blackhawk Farms, Heartland Park Topeka, Brainerd International Raceway and Road America. The South West and California Regional series are now called the Southwestern United States Motorcycle Roadracing Championship and is expected to consist of 10 races at Buttonwillow Raceway, Firebird International Raceway, and Firebird West. The South East Regional series is now called the Southeaster United States Motorcycle Roadracing Championship and its anticipated 10 rounds are scheduled to take place at Roebling Road, Daytona International Speedway, Road Atlanta, Carolina Motorsports Park, and possibly Pocono International Raceway. The Florida Regional Series will be named the Florida State Motorcycle Championship and is anticipated to consist of 12 races at Moroso Motorsports Park, Miami-Dade Speedway (Homestead), Roebling Road, and Daytona International Speedway.

Last week's **reader poll** on *Cycle News Online* asked the question: Do you think the AMA should implement its Project 2000 rules to its Grand National Dirt Track Championship? Our readers responded with a resounding yes, with 78.59 percent voting in favor of Project 2000 while only 21.41 percent voted against it. Project 2000 calls for the use of producton-based 1000cc motorcycles as the formula for the Grand National Championship Series. See this week's online edition of *Cycle News* for the latest reader poll.

Australia looks likely to get a round of the **250cc World Motocross Championship** in 2000 - at least that's what the FIM is planning. "We have spoken with some people in Australia and at first they wanted a 500cc motocross Grand Prix, but we think it is a good idea if they take a 250cc GP - it has more appeal to the public," said FIM motocross delegate Wolfgang Srb. At the moment, several tracks are being considered. If the event comes about, it will be televised live on Fox with probable major backing from Winfield, which is one of the major sponsors of the World 250cc MX Series. If the 250cc GP is run with success, then it seems almost certain that the Motocross des Nations will also return to Australia within the next five years, although the FIM will not commit itself until the 250cc GP is run with some success.

For the first time in history, the **Women's Sport Foundation** - founded by Billy Jean King - has awarded training scholarship grants to women motocrossers. The recipients of the grants are Jennifer Nelson and Nikki Harris. The funds will aid the two in their travel and training for the 1999 AMA/WML National Championship Series.

Okada wins Sugo Superbike finale

Honda claimed the top four places in the Sugo International Road Race, with Repsol Honda 500cc Grand Prix rider Tadayuki Okada winning by .050 of a second over Castrol Honda World Superbike rider Aaron Slight. Five-time 500cc World Champion Mick Doohan was third, two seconds behind Slight. The lone American in the race was Texan Colin Edwards II, who finished fourth, 2 1/2 seconds behind Doohan.

The Sugo International Road Race has annually been an end-of-the-season demonstration race for 500cc Grand Prix bikes and riders. This year the format was switched to superbikes due to the logistical problems of getting the 500s out of Argentina and into Sendai, Japan, in just a few days.

To his credit, Doohan appeared and settled into the task of learning to ride a superbike.

"I'm not here to ride a superbike, I'm here to race for Honda," Doohan said. "That about sums it up."

Doohan rode on the condition of having equipment equal to Slight's, and was provided with Slight's spare RC45 in HRC livery.

Like Doohan, Slight initially had little interest in returning to Sugo, where he was luckless a month earlier and lost the World Superbike crown to Carl Fogarty. But in the month following the final round of the series, Honda had updated the engine and suspension for Slight and Edwards, and Michelin had developed better tires. The updates were good enough for Slight to claim pole position and set a new track record of 1:29.888 (the old record belonged to Noriyuki Haga at 1:30.028).

The 25-lap race started with the front row entering turn one in order: Slight, Okada, Haga and Doohan. The Suzukis of Keiichi Kitagawa and Akira Ryo pulled alongside of Doohan, but the pass attempt didn't stick. Okada drafted Slight at the start of lap five, and Slight slotted into second without retaliation. Three laps later, Doohan and Edwards took action on Haga, as Okada and Slight started to open up an advantage. Haga, suffering from the flu, faded and topped the group of Ryo, Honda's Shinichi Ito, Kitagawa and Yamaha's Waturu Yoshikawa.

Doohan steadily pulled up to Slight, but at midrace the leaders caught the tail-enders, which made losing time more easy than making it up. Doohan lost touch with Slight, and Edwards wisely decided not to risk making a pass in a demonstration race that could cause himself and Doohan to crash.

As the race wound down, Slight closed on Okada and tried to pass him in the chicane on the final lap. Okada blocked the move but ran off in the dirt. In the run up the hill to the finish, Slight pulled alongside of Okada and the Kiwi took the checkered flag first. Unfortunately for Slight, the finish line is some 30 feet before the flag stand, and the victory went to Okada.

The race also decided the All-Japan Superbike Championship, with Ito earning the crown.

Tracy Hagen

AMA/Prostar has released its **tentative schedule** for the 1999 AMA/Pro Star Motorcycle Drag Racing Series. The schedule, which currently features nine rounds, reads as follows: February 26-28 - Gainesville, Florida; March 27-28 - Atlanta, Georgia; April 24-25 - Columbus, Ohio; June 5-6 - Rockingham, North Carolina; July 9-11 - Chicago, Illinois; August 13-15 - Indianapolis, Indiana; September 10-12 - Atco, New Jersey; October 16-17 - Houston, Texas; and November 12-14 - Gainesville, Florida.

Larry Lindenberg, Bill Maxey and Dick Ranney - all longtime AMA volunteers - each recently received the prestigious **AMA Jules Horky Award for Meritorious Service**, given to selected members based on more than 20 years of volunteer service to the AMA's district organizations.

The Castrol Honda team has signed Spaniard **Pere Riba** to contest the 1999 World Supersport Championship aboard Honda's new CBR600F4. Riba will join Brit James Toseland on the team for the 11-race series that begins in South Africa on April 4. Riba finished seventh in the 1998 World Supersport Series and was 14th in the 1997 World Superbike Series on a privateer Honda RC45.

Innovation Training Systems is currently accepting rider resumes for the 1999 racing season. Resumes can be sent to Innovation Training Systems, attn: Kirk Layfield, P.O. Box 13462, Gainesville, FL 32606.

There will be no more GFI Friday night practice sessions at **Perris Raceway** in Perris, California, for the 1998 season, according to GFI. For more information call, 909/653-4042.

Thanks to increased attendance at the 1998 AMA Mazda Truck Motocross Nationals, the **Clayton Memorial Foundation**, a nonprofit organization supporting injured motorcycle racers, will receive a record-setting contribution of $60,000 from the United States Tobacco Company. The contribution is a result of a program established at the start of the season by U.S. Tobacco to help raise awareness of the foundation and badly needed funding to assist motorcycle racers who encounter financial difficulties due to racing injuries. U.S. Tobacco committed to donating 25 cents for each fan in attendance at the 12 races in the 125/250cc National MX Series for a minimum of $45,000 and a maximum of $60,000. With the final attendance tally of 189,894 amounting to a contribution of $47,473, the company decided to donate the $60,000 anyway. "It was an incredibly positive program," said Andy Hoefer of U.S. Tobacco. "We were overwhelmed by the level of support and interest from the fans. We are thrilled to be able to help such an important cause and hope our efforts encourage others to lend a hand as well." The Clayton Foundation was established in 1989 by Charles and Sharon Clayton, the founders of *Cycle News*, upon realizing the need to help fallen motorcyclists whose personal funds, prize winnings or insurance have been depleted as a result of injury. For more information on the foundation, write to 3505-M Cadillac Ave., Costa Mesa, CA 92626 or call 714/751-7433.

Elf Racing Lubricants is currently accepting racer resumes for the 1999 season. Resumes can be sent to Elf Lubricants North America Inc., attn: racer support, 5 North Stiles Street, Linden, NJ 07036.

FMF will host a Mini Olympics practice day at the Reddick practice track in Florida on November 21, beginning at 8:30 a.m. For more information and for directions to the track, call FMF at 310/631-4FMF.

American Performance Engineering is now accepting resumes for the 1999 racing season. Resumes can be sent to Team APE, Box 6998, Burbank, CA 91510.

BORN: A baby boy, Cameron Layne Carr, to 1992 AMA Grand National Champion Chris Carr and his wife, Pam, on October 21 in Allentown, Pennsylvania.

APPOINTED: Patrick Lewis and Gary Galleher, as area managers for Triumph motorcycles, by sales manager Jim McKenna.

ADDED: The Crown Coliseum event in Fayetteville, North Carolina, to the Checkered Flag Productions-promoted AMA Areanacross Series, scheduled for December 11-12. The first race of the series will be held in Ardmore, Oklahoma, December 5-6.

OPENED: The Ricky Stator Company's home page on the World Wide Web. The site can be found at the following address: http://www.rickystator.com.

OPENED: California Cross Motocross Promotions in Roseville, California. California Cross will be promoting motocross practice and competition events on the Hangtown track at the Prairie City SVRA in Rancho Cordova, California. For more information, call 916/782-8511.

NAMED: Dynojet Dynamometer, as the official dynamometer of the AMA/MBNA Superbike Series, by AMA Pro Racing.

OPENED: JC Motors' home page on the World Wide Web. The site can be found at the following address: http://www.jcmotors.com.

BORN: Cameron Oliver Slater, to Jillian and Andrew Slater, in Somers, New York, on September 27. Andrew Slater is the vice president of www.motocross.com.

MARRIED: ISDE rider and 1997 Texas Enduro Champion Josh Whitaker, to Aimee Marquess, on October 24 in Plano, Texas.

APPOINTED: American Performance Engineering, as warehouse distributor for Mickey Thompson drag-racing tires. For more information, call 818/842-4952.

OPENED: The Motorcycle Safety Foundation's home page on the World Wide Web. The site can be found at the following address: http://www.msf-usa.org. CN

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National Headquarters
3505-M Cadillac Ave., Costa Mesa, CA 92626
P.O. Box 5084, Costa Mesa, CA 92628-5084
(714) 751-7433
FAX (714) 751-6685

Eastern Office
4188 First Ave., Tucker, GA 30084
P.O. Box 805, Tucker, GA 30085-0805
(770) 934-7850
FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

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VOICES
LETTERS TO THE EDITOR

Action Group response

Following the letter by Xavier Audouard that was published in *Cycle News* (Issue #40, October 14), I'd like to be precise in saying that the Action Group's interest is to develop Supercross all over the world. We're therefore not interested at all in the local unimportant businesses made by some organizers. We want to introduce this sport to households all over the world through television and the press. We are having great success in this, as 47 European countries can watch the entire Supercross World Championship in prime time, and the Middle East, Australia, USA, Canada and Mexico can watch it delayed on Fox and Speedvision.

As far as Jeremy McGrath is concerned, we were and still are, of course, very interested in him, as he is the best in this discipline. We were dealing with Yamaha Europe and Dave Stevenson to get his participation and things went very well in the beginning. In addition, an important sponsor was ready to help Yamaha so that McGrath could come. Then Mr. Audouard, thanks to some relationships, managed to block everything. We can therefore congratulate him in preventing "only" 120 million TV viewers (this is the number of people watching our programs) from watching Jeremy in action on the unique Supercross of Europe. I say "unique," as American people call it Arenacross. Moreover, I'd like to point out that neither the Action Group nor the organizers of the Stad de France event did any publicity on Jeremy.

I'd like to finish by saying that if we got the Supercross World Championship from the FIM, it's on account of the great results we've had with the World Motocross Championship and also because the people formerly in charge of the Supercross World Championship didn't succeed in launching it. We believe a lot in the Stad de France and although we've been the subject of boycott, and in spite of the fact that McGrath, Tortelli and some other famous riders didn't participate, we broke the record on presales for the event. We are also convinced that we will outnumber 50,000 spectators, an incredible number for Europe. I hope that Jeremy McGrath will follow our series and will be with us in 1999 when there will certainly be a round in the United States in a large stadium and with great production from an American network. Meanwhile, I wish Bercy to keep on being the nicest little show it has always been.

Giuseppe Luongo
Nice, France

Luongo is in charge of the Action Group, the promoters of the Supercross World Championship... Editor.

MX des Nations

Unadilla, 1987 - the site of the Motocross des Nations. It rained all day and the Americans, led by Bob Hannah on a 125, smoked the rest of the world of motocross. Now we have riders who can jump higher than Superman in a single leap, but their motocross skills have not increased at the rate of their supercross skills. All the supercross tracks, the factory practice tracks and most of the outdoor motocross tracks are for the most part perfectly groomed. Back in the '70s and into the early '80s, supercross tracks had a mud crossing or a sand pit. Don't get me wrong, supercross here in the U.S. is great and it has elevated motocross to a new level of public awareness.

So to bring the des Nations title back home, I think the FIM should change the rules a little for next year. First off, Houston should host the event. No, not at historic Rio Bravo (ironic, though, because that was the first place an American beat the Euros - and in the rain, no less), but under the roof of the Astrodome. We won't have to worry about rain or overwatering. It will be a jump-infested track with a whoop section from goal post to goal post and with no off-camber turns. To show our confidence, we will only let two teams compete - the Americans vs. everyone else combined. Maybe with these new rules, even Jeremy would want to ride.

Larry Hughes
Houston, TX

Liked the U.S Open

I am writing in response to the letter you printed from Kevin Smythe from Lee's Summit, Missouri. Mr. Smythe listed 11 different problems that he found with the U.S. Open of Supercross. I am 12 years old and I was there that weekend. I may not be as traveled as Mr. Smythe must be, but I had a great time that weekend.

Mr. Smythe sounded like all he did was sit on his butt, writing down nasty comments - and he never looked up to enjoy the show. Please explain to me how it is the U.S. Open's fault that you did not get the seats you wanted. Sounds like he should have done some more research and found out that Ticketmaster was only one of several places selling tickets.

And regarding his comment on the music - how old is he? The music was great and it really got the crowd going. He must be a really old guy to be offended by the lyrics.

If Smythe is such an expert on the promoting of a supercross, how come I've never been to a supercross with the title of "Kevin Smythe's Supercross?" It seems to me that he went to Las Vegas with an attitude and left with an even bigger one. Dear Mr. Smythe - get a life.

Jaqualyne Peeples
Henderson, NV

Pastrana writes

I am writing this letter to clear up all the rumors about my health. First, I would like to thank all my friends, fans and sponsors for all their concerns and prayers. It means a lot to my family and me. On October 17, I was in Lake Havasu practicing for the Freestyle competition when I came up short on a jump - and stuck. I spent six days in the hospital receiving six blood transfusions before being flown to Good Samaritan Hospital in Los Angeles. Dr. Matta, a world-renowned surgeon, performed surgery. To put it in layman's terms, I endured multiple fractures along with my spine dislocating from the hip-pelvic area. Four scars and two screws later, I am fine.

I am confined to a wheelchair for eight weeks, then I will start heavy physical therapy. I should be back racing strong in the spring. It's going to take a lot more than this to keep me away from racing motorcycles.

Travis Pastrana
Annapolis, MD

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

On the track and on the street, we ride the 1999 CBR600F4 and get you the story first. See page 26. Photo by Kevin Wing. Inset: The venerable Yamaha V-four goes full circle in the new 1999 Venture Royal Star full-rig custom cruiser. See page 16. Photo by David Dewhurst.

HONDA

SUZUKI

MMI Motorcycle Mechanics Institute

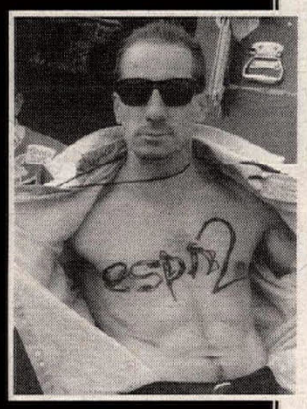
Fall is in the air. The leaves are changing color. And on MotoWorld we're shifting gears of our own! Arenacross action gets going full speed. Ice speedway begins its tour of the states. And oh, don't forget, such classics as the Lodi Cycle Bowl, the Elsinore GP, Baja 1000 and much more!

Not to mention we'll let you hear from the Champions of 1998 with special features centered around the racers that made it to the top of the podium this year.

So keep tuned to the only racing show that has all the corners covered, MotoWorld!

Join Jerry as he takes all his knowledge from the NASCAR boys and tries to teach the young up and comers in the Hooters Pro Cup Series a thing or two! They'll be whistling *Dixie* by the beach in South Carolina.

Jerry then jumps cross-country to mingle with the CART drivers as they party well into the night for charity at Runway Madness. California will never be the same once these guys are done.



Alert Paris! Jerry is coming! Jerry is coming! Mr. Bernardo closes out the month in true style in Gay Paris (Pah-ree). The host of Rev It Up learns about the French culture and a few new things. JB teams up with the Supercross stars for three straight nights of close tight action on and off the Bercy circuit.

MW2 Rev It Up will also take a trip down to Mexico with Team Honda and follow their trials and tribulations in the Baja 1000! So come join Jerry as he travels the world in one month!

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HUNGRY FOR ACTION?

HERE'S THE MENU:

Date	Eastern Time	Description
11/1/98	3:30 PM	MotoWorld (R)
11/2/98	2:00 AM	MW2 Rev It Up
11/4/98	5:30 AM	MotoWorld (R)
11/5/98	6:30 PM	MotoWorld
11/8/98	12:40 PM	MotoWorld (R)
11/12/98	3:30 AM	MotoWorld (R)
11/12/98	6:30 PM	MotoWorld
11/13/98	6:30 PM	MW2 Rev It Up
11/15/98	1:00 PM	MotoWorld (R)
11/17/98	3:30 AM	MotoWorld (R)
11/18/98	5:30 AM	MW2 Rev It Up
11/19/98	7:00 PM	MotoWorld
11/22/98	11:00 AM	MotoWorld (R)
11/27/98	2:30 AM	MotoWorld (R)
11/27/98	6:30 PM	MW2 Rev It Up
11/27/98	7:00 PM	MotoWorld
11/29/98	11:30 AM	MotoWorld (R)
11/30/98	2:00 AM	MW2 Rev It Up

espn2

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 Rev It Up espn2

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Winners aplenty

(Left) Steve Grigg (27) leads John Scheehser (12) and David McGrath (66) en route to winning the Unlimited Grand Prix class during Championship Cup Series racing at Daytona International Speedway. (Below) Greg Kahle leads the way in the Expert Middleweight Sport Bike class, the final race on a dark Saturday afternoon in Daytona.

By Henny Ray Abrams

DAYTONA BEACH, FL, OCT. 31

If there was a theme to the Race of Champions, the annual fall Championship Cup Series weekend, it was "spread the wealth." There were no true standout performances, no breakout stars (though one amateur bears watching). But there were several riders who came close, scoring multiple wins and some near hits.

Tops among them in the Expert class was Chicago Performance's Greg Kahle. Starting on Thursday, the first day of the three-day CCS meet, Kahle won the Expert GT-2 class on his Kawasaki ZX-6. He took a second to Penguin Racing School's Eric Wood in Friday's Expert Middleweight Superbike contest, then rebounded with a pair of wins on Saturday. The first of those wins came in the Expert Middleweight Grand Prix, and the second came via the Expert Middleweight Sport Bike contest, which he won in a flag-to-flag romp.

"I thought those guys were going to be coming after me, but fortunately I was able to keep the gap between us," Kahle said after beating Wood by 1.948 seconds.

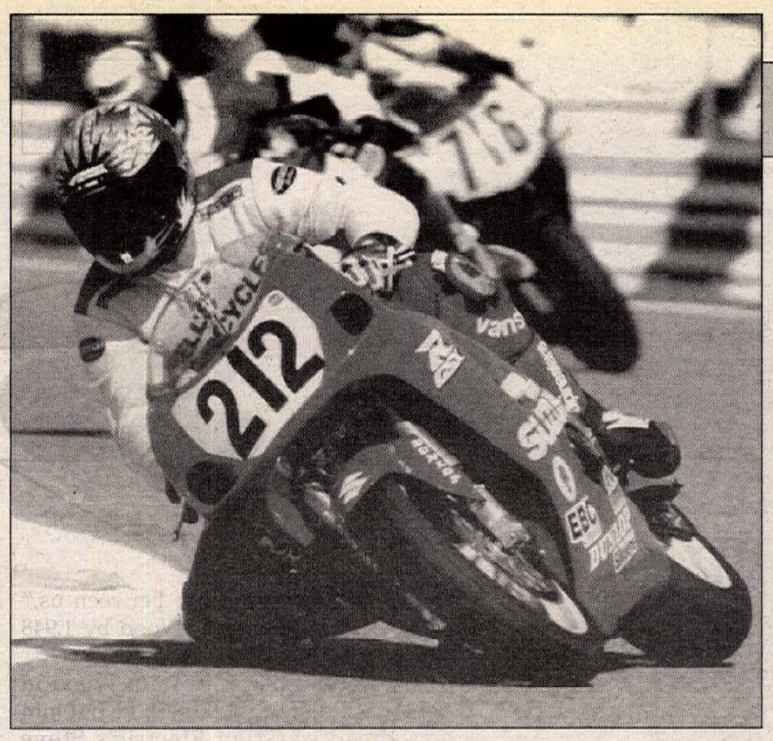
The second-place finish to Wood in Expert Middleweight Superbike put him just ahead of Grigg Electric's Steve Grigg. Grigg, who campaigned a Fast By Ferracci Ducati this season, broke out his year-old Muzzy Raptor 840 and rode it to a pair of very narrow wins, then saddled up his Kawasaki ZX-7 for yet another squeaker in the Expert Heavyweight Superbike class. The Raptor took him to the front of the Unlimited Grand Prix, by .274 of a second over New England Performance's John Scheehser, and to the Unlimited Superbike win - again over Scheehser and his Yamaha 1000 R-1, this time by .034 of a second after a gearbox failure.

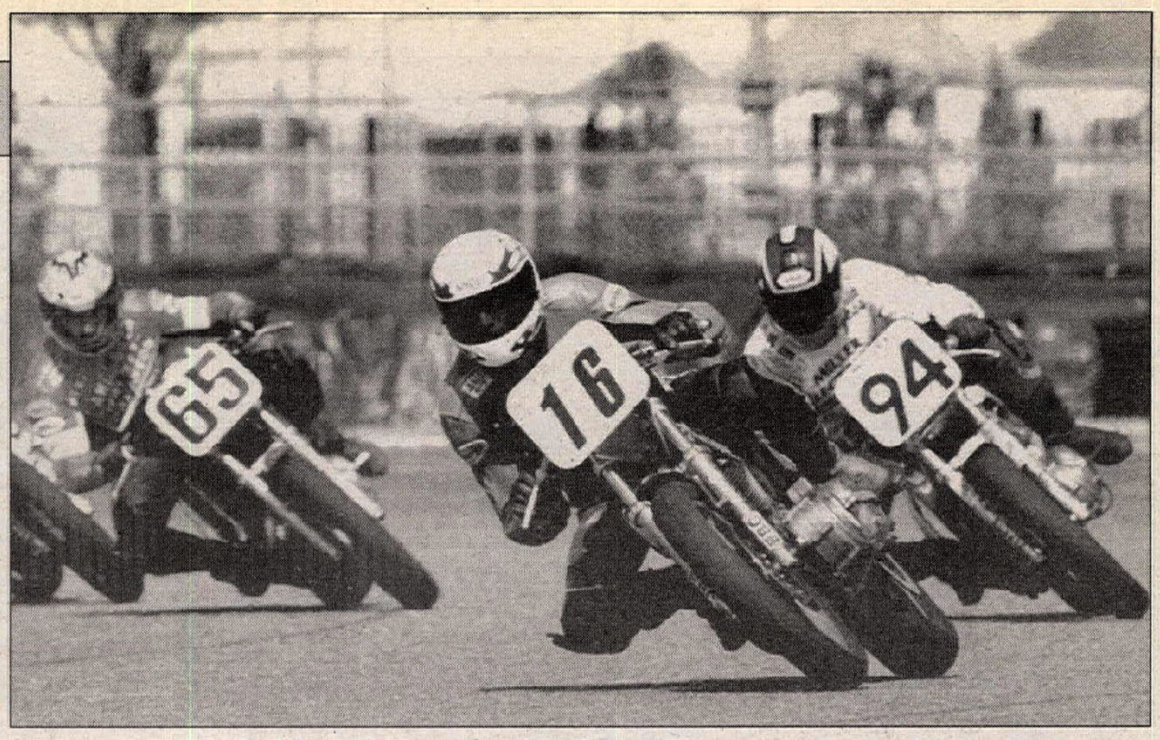
(Left) Bart Shiflett follows Brandon Bashore before passing him to win the Amateur Heavyweight Superbike race.

"The gearbox went away about the third lap, and I lost second gear," Grigg said. "That really killed my drive onto the banking, so I just left it in third. That really hurt us, but we were able to pull it out anyway."

Grigg put the Kawasaki ZX-7 just in front of KWS Motorsports' David McGrath in Saturday's Expert Heavyweight Superbike contest. The official margin of victory was listed as 2.998 seconds, but the difference was actually half a wheel.

If there was a rider to watch in the future, it was Bart Shiflett, the most pro-





lific Amateur - by far. The Donnells Motorcycle's Suzuki rider, in his first year of racing, arrived at Daytona with very little experience. He had only road raced about half a dozen times before he came in and won the very first of the 24 CCS races - Thursday's Amateur GT-1. On Saturday, the Blue Springs, Missouri, rider would take the Amateur Heavyweight Sport Bike contest, again on the Suzuki GSX-R750 - the same bike he would ride to win the Amateur Heavyweight Superbike race later in the day. In between, he would take a third in the Amateur Middleweight Sport Bike contest, and he'd already taken a fifth in Friday's Amateur Middleweight Superbike contest.

The Amateur Heavyweight Superbike was his toughest fight. It was a last-lap draft-pass that got him his final win, and he used a move he'd learned on television.

"I was definitely keeping my eye on what was going on behind me, but I was keeping my eye on (second-place finisher Brandon Bashore), also," Shiflett said. "He was getting through the infield road course pretty good. I've watched on television how that drafting stuff works, and I was able to get him at the end."

Charles Gainey Jr. was another rider who won a few and came close a few more times. Racing his Fender Mender/Lee's Performance Center Honda CBR-600, the South Carolinian won the Amateur GT-2 and the Amateur Middleweight Superbike, and took the narrowest of seconds - .010 of a second - in the Amateur Middleweight Grand Prix. He also took a fourth in the Amateur Middleweight Superbike.

The only other rider to take more than one win was Excel Motorsports' Jason Clay. Clay won Thursday's Amateur GT-3 aboard his Yamaha 560 and came back to win Saturday's Amateur Lightweight Superbike race.

The wildfires that spread across central Florida this past June forced the postponement of NASCAR's Pepsi 400 from its traditional Fourth of July date until the weekend prior to the autumn Race of Champions. Because of the time it would take to get the track ready for the motorcycles, the RoC was moved back a week to this weekend - separating it from Biketoberfest by a week, and also putting it a week further away from the late-October WERA Grand National Finals at Road Atlanta. That didn't seem to diminish the field much: There were around 700 riders and more than 1400 entries. It also didn't seem to hurt that the main race weekend didn't feature Formula USA racing.

What also distinguished this weekend from last year's race was the weather. Rain plagued much of last year's racing, while this year the weather was ideal: warm and sunny with a light breeze for all four days of racing.

On Thursday there were five races (with six classes), followed by eight races (with 11 classes) on Friday, and 13 races (with 16 classes) - including one leg of the Harley-Davidson World Finals - on Saturday.

Thursday's final race was the Expert GT-2, and that was where Kahle would first strike gold - and strike it big. He rode his Kawasaki ZX-6 to victory in the 14-lap, 50-mile race by 10.568 seconds, averaging 106.841 mph. His Chicago Performance teammate Randall Mennenga was second, with Cycles of Palm Beach's Mike Luke third.

On Friday, Kahle briefly led the Expert Middleweight Superbike race before Wood took over, leading onto the west banking. From there it was all Wood, the Massachusetts rider taking the win by 5.597 seconds, averaging 107.265 mph for the seven-lap, 25-mile race.

Manny Manusuthakis rode the final Kawasaki into the winner's circle, his backed by Cycles of Palm Beach.

Wood's race was not without drama. On the first lap, his Kawasaki began smoking and it caught Kahle's eye.

"I saw a little bit of smoke," Kahle said. "I just wasn't able to stick with him."

"I came across the finish line after the first lap and there was smoke all in my face," Wood said. "I thought, 'What's going on here?' So I sort of tiptoed around the next lap and I didn't feel any oil anywhere. So I said, 'Maybe the front tire is rubbing against the fender or something,' so I just put my head down and pulled out."

Saturday would be better for Kahle. He moved to the front of the Expert Middleweight Grand Prix class and rode away.

Halfway in, he had a 2.5-second lead, which he would stretch to 4.944 seconds by the finish of the seven-lap race.

"We've been running pretty good this weekend," Kahle said after his second win of the weekend. "I just had to get out there and get away from everybody. Once I got a little cushion, I was on cruise control."

Mike Luke used a last-minute draft-pass to snatch second from Randall Mannenga, whom he'd been chasing for the final three laps.

"I had a lot of work cut out for me on the last lap," Luke said. "I haven't been 100 percent this weekend. These next couple of races might do me in. I'm glad everything went really well on that last lap."

"I thought I had Mike (Luke) covered on that last lap," Mennenga said, "but he did a good move on me on the last lap."

Down Low Racing's Joseph Fletcher took fourth, with Jim Lester moving into fifth on the final lap.

(Above left) Shiflett was arguably the most impressive Amateur road racer over the course of the CCS finals at Daytona. (Above) Shawn Higbee leads Jess Roeder (94) and Randy Texter (65) en route to taking his Harley-Davidson victory. (Right) Shawn Higbee celebrates after winning the first of the weekend's three Harley-Davidson races.

Saturday's final race, run as the sun was quickly setting over the grandstands, was the Expert Middleweight Sport Bike contest, and Kahle was again in control.

From the start to the finish, Kahle was never headed and not severely challenged, though Wood was there if Kahle bobbled - which he didn't.

Todd Harrington of 4&6 Cycles took over third on the sixth lap of seven, with Mike Luke beating Mennenga to the line by about a wheel.

Grigg began his winning ways in Friday's Unlimited Grand Prix, but it wasn't easy.

After a not-great start, Grigg had to run down John Scheehser, which he did, with KWS Motorsports' McGrath in tow.

The trio was quickly away from the rest of the 24-rider field, with Grigg taking the lead on the run down the back straight on the fourth lap, about halfway into the race.

From there, he was never headed - not that he had any breathing room. Right to the end, Scheehser and McGrath kept the heat on, the pair coming up .274 of a second short at the end.

Mike Luke took fourth on another Yamaha R-1, with Rue Racing's John Ashmead wheelying his way to fifth on a Kawasaki ZX-7.

For McGrath, it was a moral victory, the South Carolinian flogging his Suzuki GSX-R750 to third after chasing Grigg's Muzzy Raptor 840 and Scheehser's Yamaha R-1.

"We haven't ridden these bikes all year, so we're just getting used to them," Grigg said. "We're working on our setup to get ready for Sunday. John (Scheehser) ride really well. I just about ran into the back of him a couple of times when I caught up to him. I was surprised to see that he was still there when I finally got past him, so he must have really stepped it up a bit."

Friday's win was fast, but Grigg's first win on Saturday was the fastest of the weekend, though it was still hard to come by.

Scheehser got the jump on the field in Unlimited Superbike. Lee's Performance Center's Richard Pacella ran second, with Grigg an early third.

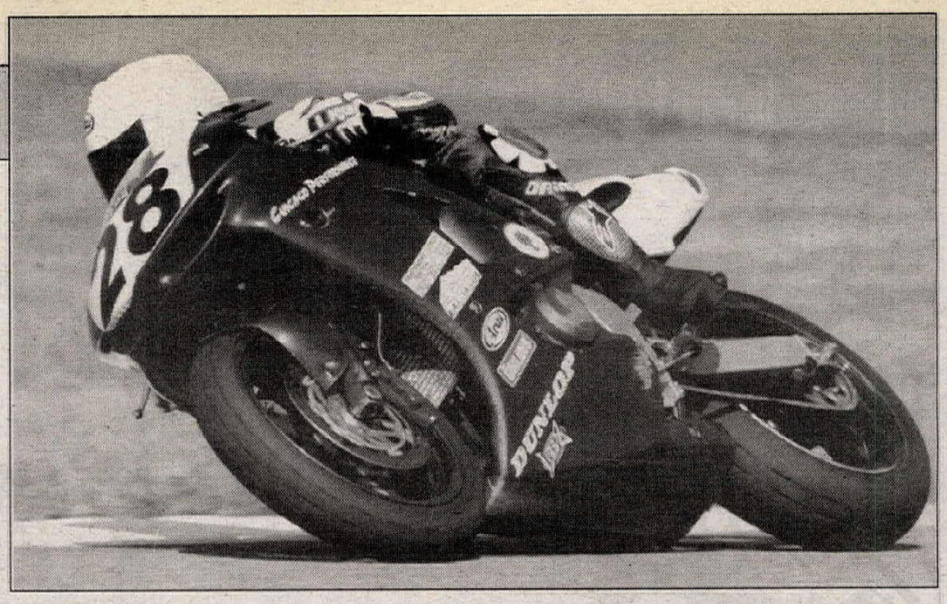
Grigg drafted his way into second on the second lap, then blew by Scheehser over the NASCAR turn-four tunnel. He seemed to be pulling away, but Scheehser ate him up on the brakes in the infield, only to get outmuscled on the banking.

There wasn't much between them right to the end, with Grigg leading out of the chicane and hanging on to win by .034 of a second after averaging 109.688 mph. The reason it was that close, he said, was that he ran into transmission trouble.

"I did it by the book that time," Scheehser said. "He's got a little more horsepower than I do."

Pacella was all by himself in third, more than 30 seconds in front of the fourth-placed bike of Devin Battley.

Grigg's final win came with a draft-pass of his friend David McGrath in the Expert Heavyweight Superbike race.



(Left) Charles Gainey (688) holds off Jep Palmour in Amateur Middleweight Grand Prix action. Palmour won this one by just .010 of a second.
(Above) Greg Kahle gets down to the business at hand: winning the Expert Middleweight Grand Prix class.

In this one, Grigg got an awful start, mired at the back of the top 10 on the first lap after a clutch adjustment he made before the race proved to be wrong. He added to his troubles by running off the track before putting his head down and moving up. Grigg moved up to sixth on the second lap; he was third on the third lap and into second on the fourth lap.

McGrath had been leading, and on the 15th lap he had about 15 bike lengths on the charging Grigg - a margin that would evaporate on the final lap, when Grigg moved into McGrath's shadow.

And there he sat, waiting for the final lap, knowing he could use the run to the flag to his advantage. McGrath held his breath, but he felt Grigg coming and knew he'd been had.

"I thought I had it," McGrath said. "Steve spoiled my party. I was concentrating really hard on getting through the chicane, and I did. I didn't start feeling he was back there until I got up on the banking. As soon as I saw him out of the corner of my eye, there was nothing I could really do to hold him off."

"The bad part about it is, Dave and his dad work as hard on their bikes as me and my dad do," Grigg said. "I wish we could all win. That was a tremendous race. We did some clutch work before the race, and that obviously wasn't the way to go. Then I made a mistake in the west-end horseshoe and got off in the grass. It took me three laps to catch back up with the draft, and when I finally did, there was one lap to go, so I had to work fast."

Ashmead took third, about two seconds behind the leaders.

Bart Shiflett used the whole weekend to run up his tally. On Thursday he rode to a 1.986-second win over Brandon Bashore in the Amateur GT-1 race. Robb Martin was third on the Fender Bender Auto Body Suzuki. The top three were all Suzuki GSX-R750-mounted.

Shiflett's Saturday began with a win in the Amateur Heavyweight Sport Bike race.

After a red flag right off the start, Shiflett quickly moved up into the mix, trailing Bowman on the second lap and taking another two laps to get by him.

By then it was the halfway point in the race and the top two were starting to edge away, with Brandon Bashore back in third - but getting caught from behind.

Shiflett led the final lap, into the chicane and out - a potentially perilous spot, but he was able to make it work, holding off Bowman by .322 of a second.

"He was getting through the chicane a little hard than I was," Shiflett said.

About 16 seconds back came Robb Martin and Mario Martin, with Brandon Bashore dropping to fifth after nearly high-siding in the west-end horseshoe on the final lap.

Shiflett didn't get going right away in the Amateur Middleweight Sport Bike race, and by the time he did, the front-runners were just far enough away to make victory elusive.

John-O Bowman, the younger brother of Jamie Bowman, put the Cycles of Palm Beach Honda CBR600 in the lead right from the start, fighting with Sportland's Scott Hermersmann and Cycle Products of Gainesville's Jep Palmour, as well as Team Pro-Motion's Gordon Conwell - who dropped out on the fourth lap.

By then, Charley Gainey had moved into the mix, running side by side with Bowman; Hermersmann was right there, and Shiflett was just off the back.

There was more swapping among the leaders right to the final lap, with Bowman leading through the infield from Palmour, with Hermersmann third in front of Shiflett.

Shiflett took third in the chicane on the final lap and watched as Palmour went under Bowman on the east banking, the trio running three wide to the flag, with Bowman winning by a wheel (officially .010 of a second), with Shiflett in their wake.

"I knew they were coming after me," Bowman said. "I could feel them in the chicane. They were right on me. There ain't no one that beats me through the chicane."

"He was just faster out of the chicane and I came down and got in his draft," Palmer said.

Gainey ended up fourth, in front of Hermersmann.

Three races later, Shiflett came back to win his third race - the Amateur Heavyweight Superbike contest - aboard his Suzuki GSX-R750.

He and Brandon Bashore made a slight break from the 34-rider field by the halfway mark, with Shiflett drafting into the lead at the start-finish line to end the fourth lap. Bashore fought back to run under Shiflett in the International Horseshoe, and held the spot for the duration, right up until the final run to the stripe.

That's when Shiflett ran around the outside of Bashore on the banking, using a backmarker to slingshot him into the lead and take the win by a scant .157 of a second.

"I got a good drive out of three," Bashore said. "I was right there."

Lost in the shuffle was John-O Bowman, who took third, about 7.5 seconds back.

"I'll take third any day," he said. "I was pushing as hard as I could."

Five seconds back came a pair of unrelated Martins - Hooter's Suzuki's Mario Martin and Robb Martin.

From the minute he hit the track on Thursday, Charles Gainey started winning. First up was the 15-lap Amateur GT-2, which he easily won over John-O Bowman, finishing 11.506 seconds in front of Bowman, with Shawn Walker third on a Fast Lane Cycles Honda.

The top three - in fact, the top seven - were Honda CBR600-mounted.

On Saturday, Gainey and Bowman again hooked up, with Bowman leading the Amateur Middleweight Superbike contest from the third lap on. Gainey, meanwhile, was closing after making his way through the 53-rider field.

Just when it appeared that Bowman was edging away, Gainey turned up the heat and closed on the penultimate lap. He made the pass entering the chicane, with Bowman coming back at him and Gainey holding the spot into the final lap.

Then, starting the final tour, Bowman hit a little traffic, and Gainey had just under 10 bike lengths going into the second horseshoe. If there was an edge, it was in power, and Gainey was able to fight off the draft and power to victory by 1.084 seconds.

"I had a horrible start," Gainey said. "I didn't know if I'd be able to get around him or not."

"He made me work for that one," Bowman said. "I don't think I'm going to get to win one of these if he keeps coming up on me like that." (Bowman got his win, in Amateur Middleweight Sport Bike, halfway into Saturday's program. Gainey took fourth in that race.)

There was a five-rider battle for third, with Gordon Conwell getting the spot just in front of TBR Racing's Ken Stafford.

The top four finishers were all aboard Hondas.

Gainey and Bowman faced off again in the Amateur Middleweight Grand Prix, but neither took home the gold here. That went to Jep Palmour, but it wasn't easy.

Palmour dug himself a hole after crashing while trying to avoid a downed rider in the chicane on the first lap, an accident that brought out a red flag. The bike was repaired and he was able to make the restart.

Bowman led from the start and looked like he was gone, only to find himself hounded by Gainey. Fast Lane Cycles Shawn Walker was an early third, with Palmour working his way through the 43-rider pack.

Things tightened up midrace, with Gainey now in front of Bowman, with Palmour a close third and then a gap to Hermersmann.

The order scrambled on the fifth lap, with Palmour now out front, Gainey second, and then Bowman.

Gainey took it back on the final lap, but not by much, and the run to the flag was set. When they crossed the line, Gainey and Palmour were side by side, with the nod going to Palmour by .010 of a second. Bowman was third, followed by Walker and Hermersmann.

"We had an accident in the chicane when a gentleman went down in front of us and we had nowhere to go," Palmour said. "Fortunately, we were able to get it fixed, get back out there, and win."

"That was a hell of a ride out there," Bowman said after taking third. "Charles (Gainey) and them pulled away from us about the middle of the race. We were just trying to hang on to third after that." CN

Daytona International Speedway
Daytona Beach, Florida
Results: October 30-November 1, 1998

AM GT-1: 1. Bart Shiflett (Suz); 2. Brandon Bashore (Suz); 3. Robb Martin (Suz); 4. Mauro Cereda (Suz); 5. Robert Goudy (Suz).
Time: 14 min., 32.926 sec.
Distance: 7 laps, 25 miles
Average speed: 102.772 mph
Margin of victory: 1.986 sec.

EX GT-3: 1. Dominic Aubry (Hon); 2. Ron Perry (Yam); 3. Paul Wright (Yam); 4. Bill Wacholder (Suz); 5. Duncan Farash (Hon).
Time: 30 min., 37.583 sec.
Distance: 14 laps, 50 miles
Average speed: 97.641 mph
Margin of victory: 4.043 sec.

AM GT-3: 1. Jason Clay (Yam); 2. Darrin Mitchell (Hon); 3. Charles Coyle (Kaw); 4. Chuck Wolfe (Hon); 5. Ricky Lee (Yam).

EX GT-1: 1. Shane Prieto (Kaw); 2. John Scheehser (Yam); 3. Ryan Landers (Suz); 4. William Luke (Yam); 5. Roger Hendricks (Suz).
Time: 29 min., 37.951 sec.
Distance: 15 laps, 53.4 miles
Average speed: 108.124 mph
Margin of victory: 0.188 sec.

AM GT-2: 1. Charles Gainey (Hon); 2. John-O Bowman (Hon); 3. Shawn Walker (Hon); 4. Gordon Conwell (Hon); 5. Larry Shaffer (Hon).
Time: 31 min., 21.747 sec.
Distance: 15 laps, 53.4 miles
Average speed: 102.160 mph
Margin of victory: 11.506 sec.

EX GT-2: 1. Greg Kahle (Kaw); 2. Randall Mennenga (Suz); 3. William Luke (Kaw); 4. Emanuel Manusuthakis (Kaw); 5. Brian Livengood (Suz).
Time: 29 min., 59.309 sec.
Distance: 15 laps, 53.4 miles
Average speed: 106.841 mph
Margin of victory: 10.568 sec.

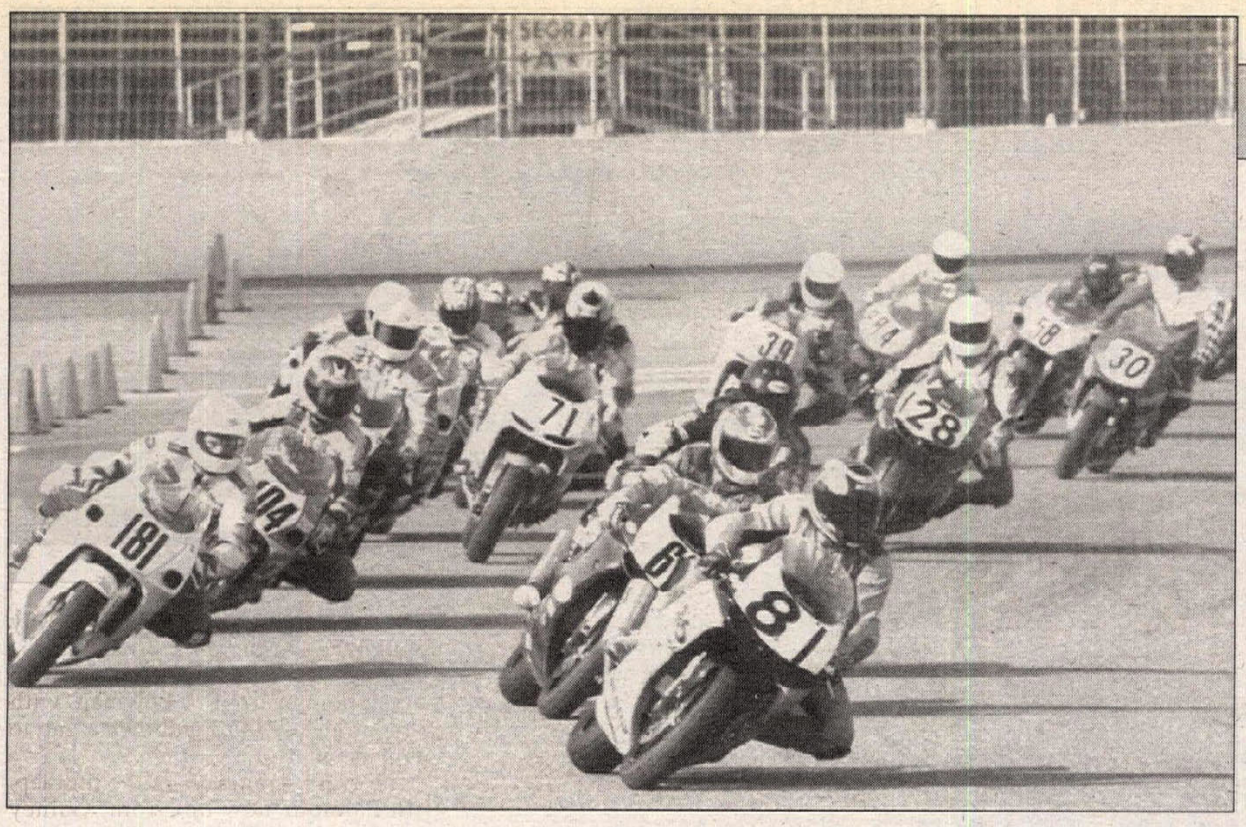
EX L/W GP: 1. Colin Gilbert (Yam); 2. Greg Esser (Hon); 3. Jeff Wood (Yam); 4. Daniel Ludwigsen (Hon); 5. Michael Warren (Yam).
Time: 14 min., 24.835 sec.
Distance: 7 laps, 25 miles
Average speed: 103.733 mph
Margin of victory: 0.201 sec.

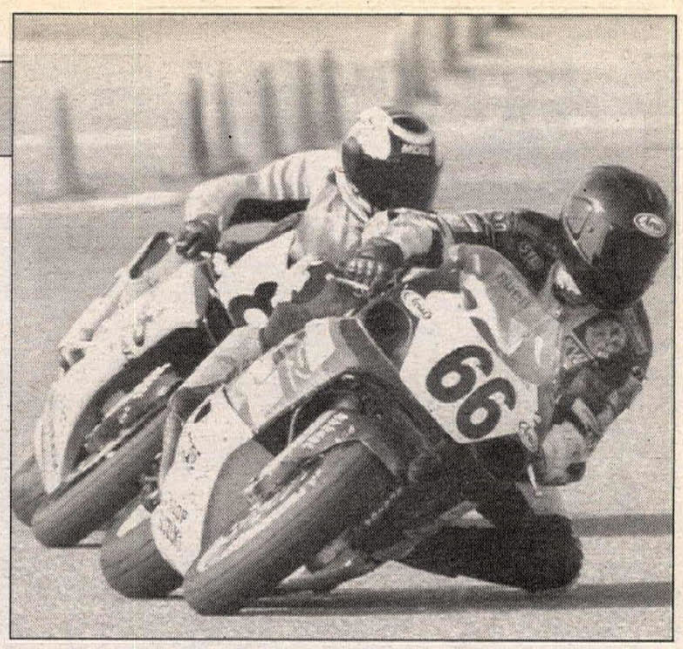
AM L/W GP: 1. Darrin Mitchell (Yam); 2. Robert Brooks (Yam); 3. Ward Wilson (Yam); 4. Rodney Goddard (Hon); 5. James Cockfield (Hon).

AM M/W S/BK: 1. Charles Gainey (Hon); 2. John-O Bowman (Hon); 3. Gordon Conwell (Hon); 4. Ken Stafford (Hon); 5. Bart Shiflett (Suz).
Time: 14 min., 36.559 sec.
Distance: 7 laps, 25 miles
Average speed: 102.346 mph
Margin of victory: 1.084 sec.

EX M/W S/BK: 1. Eric Wood (Kaw); 2. Greg Kahle (Kaw); 3. Emanuel Manusuthakis (Kaw); 4. James Milroy (Kaw); 5. Randall Mennenga (Suz).
Time: 13 min., 56.357 sec.
Distance: 7 laps, 25 miles
Average speed: 107.265 mph
Margin of victory: 5.597 sec.

GP SGL: 1. Jerry Wood (Duc); 2. Lavaughn





(Left) Todd Harrington (81) takes the lead over the field at the start of the EBC Brakes final at Daytona International Speedway. (Above) David McGrath leads Harrington en route to beating him to win the EBC Brakes final.

Montgomery (Hon); 3. Greg Esser (Hon); 4. Rodney Barkalow (MZ); 5. Todd Nordby (Hon).
Time: 15 min., 20.273 sec.
Distance: 7 laps, 25 miles
Average speed: 97.484 mph
Margin of victory: 29.494 sec.

EX L/W SPT/BK: 1. Todd Keesee (Yam); 2. Charles Sandoz (Lav); 3. Dominic Aubry (Suz); 4. John Donald (Yam); 5. Jason D'Amico (Hon).

AM L/W SPT/BK: 1. Chuck Wolfe (Hon); 2. Kevin Link (Yam); 3. Ricky Lee (Yam); 4. Brad Dodds (Yam); 5. Barry Pailes (Yam).

U/L GP: 1. Steve Grigg (Kaw); 2. John Scheehser (Yam); 3. David McGrath (Suz); 4. William Luke (Yam); 5. John Ashmead (Kaw).
Time: 13 min., 41.004 sec.
Distance: 7 laps, 25 miles
Average speed: 109.271 mph
Margin of victory: 0.274 sec.

EX S/TW: 1. Thomas Fournier (Duc); 2. David Roy (Duc); 3. Douglas Gross (Duc); 4. Jeff Jennings (Duc); 5. Richard Eyman (Duc).
Time: 14 min., 2.235 sec.
Distance: 7 laps, 25 miles
Average speed: 106.517 mph
Margin of victory: 3.737 sec.

AM S/TW: 1. Craig Landry (Duc); 2. Richard Szcesniak (Suz); 3. David Stone (Duc); 4. Keith Sanderson (Duc); 5. Damon Patton (Suz).

AM L/W SPTSMN: 1. Charles Coyle (Kaw); 2. Brad Palmer (Yam); 3. Scott Jones (Hon); 4. Billy Manor (H-D); 5. Guy Edwards (H-D).

EX L/W SPTSMN: 1. Frank Stroman (Kaw); 2. David Podolsky (Duc); 3. Donald Unger (Duc); 4. John Jewett (Kaw); 5. John Aksel (Duc).
Time: 15 min., 13.283 sec.
Distance: 7 laps, 25 miles
Average speed: 98.230 mph
Margin of victory: 17.885 sec.

U/L SPT/BK: 1. William Luke (Yam); 2. John Scheehser (Yam); 3. Robert Presby (Kaw); 4. Pat Mooney (Suz); 5. Richard Pacella (Suz).
Time: 13 min., 53.804 sec.
Distance: 7 laps, 25 miles
Average speed: 107.594 mph
Margin of victory: 0.178 sec.

U/L S/BK: 1. Steve Grigg (Kaw); 2. John Scheehser (Yam); 3. Richard Pacella (Suz); 4. Devin Battley (Yam); 5. Lynn Miller (Suz).
Time: 13 min., 37.882 sec.
Distance: 7 laps, 25 miles
Average speed: 109.688 mph
Margin of victory: 0.034 sec.

EX H/W SPTSMN: 1. Christopher Boy (Duc); 2. Chad Healy (Bue); 3. Jerry Wood (Duc); 4. William Dietz (Duc); 5. John Long (Duc).
Time: 14 min., 59.994 sec.
Distance: 7 laps, 25 miles
Average speed: 99.681 mph
Margin of victory: 5.343 sec.

AM H/W SPTSMN: 1. Drew Peterson (Bue); 2. Charles Hoffstetler (Yam); 3. James Cockfield (Hon); 4. Steve Pisto (Duc); 5. Steven Johnston (Hon).

AM H/W SPT/BK: 1. Bart Shiflett (Suz); 2. John-O Bowman (Suz); 3. Robb Martin (Suz); 4. Mario Martin (Suz); 5. Brandon Bashore (Suz).
Time.14 min., 12.948 sec.
Distance: 7 laps, 25 miles
Average speed: 105.179 mph
Margin of victory: 0.322 sec.

EX M/W GP: 1. Greg Kahle (Kaw); 2. William Luke (Kaw); 3. Randall Mennenga (Suz); 4. Joseph Fletcher (Suz); 5. Jim Lester (Hon).
Time: 14 min., 4.180 sec.
Distance: 7 laps, 25 miles
Average speed: 106.271 mph
Margin of victory: 4.944 sec.

AM M/W GP: 1. Jep Palmour (Kaw); 2. Charles Gainey (Hon); 3. John-O Bowman (Hon); 4. Shawn Walker (Hon); 5. Scott Hermersmann (Hon).
Time: 14 min., 27.815 sec.
Distance: 7 laps, 25 miles
Average speed: 103.377 mph
Margin of victory: 0.010 sec.

EX H/W SPT/BK: 1. Jamie Bowman (Suz); 2. Ed Bartoli (Suz); 3. Ryan Landers (Suz); 4. Richard Pacella (Suz); 5. David McGrath (Suz).
Time: 13 min., 51.794 sec.
Distance: 7 laps, 25 miles
Average speed: 107.854 mph
Margin of victory: 10.354 sec.

EX L/W S/BK: 1. Philip Digregorio (Yam); 2. Dominic Aubry (Hon); 3. Jerry Wood (Duc); 4. Frank Stroman (Kaw); 5. Bill Wacholder (Suz).
Time: 15 min., 8.881 sec.
Distance: 7 laps, 25 miles
Average speed: 98.706 mph
Margin of victory: 0.745 sec.

AM L/W S/BK: 1. Jason Clay (Yam); 2. Charles Coyle (Kaw); 3. Mark Rozema (Hon); 4. Rodney Goddard (Hon); 5. Brad Dodds (Yam).

AM M/W SPT/BK: 1. John-O Bowman (Hon); 2. Jep Palmour (Kaw); 3. Bart Shiflett (Suz); 4. Charles Gainey (Hon); 5. Scott Hermersmann (Hon).
Time: 14 min., 36.729 sec.
Distance: 7 laps, 25 miles
Average speed: 102.236 mph
Margin of victory: 0.010 sec.

EX SR SPT/BK: 1. Jimmy Fassino (Suz); 2. Steve Reker (Suz); 3. Jimmy Shelton (Suz); 4. Roger Hendricks (Suz); 5. Lynn Miller (Suz).
Time: 14 min., 7.888 sec.
Distance: 7 laps, 25 miles
Average speed: 105.806 mph
Margin of victory: 4.922 sec.

AM SR SPT/BK: 1. Scott Corley (Suz); 2. Karl Spooner (Hon); 3. Peter Rajek (Suz); 4. Russell Sampson (Kaw); 5. Walter Hotz (Hon).

AM H/W S/BK: 1. Bart Shiflett (Suz); 2. Brandon Bashore (Suz); 3. John-O Bowman (Suz); 4. Mario Martin (Suz); 5. Robb Martin (Suz).
Time: 14 min., 14.378 sec.
Distance: 7 laps, 25 miles
Average speed: 105.003 mph
Margin of victory: 0.157 sec.

EX H/W S/BK: 1. Steve Grigg (Kaw); 2. David McGrath (Suz); 3. John Ashmead (Kaw); 4. Grant Lopez (Suz); 5. Ryan Landers (Suz).
Time: 13 min., 42.660 sec.
Distance: 7 laps, 25 miles
Average speed: 109.051 mph
Margin of victory: 2.998 sec.

EX M/W SPT/BK: 1. Greg Kahle (Kaw); 2. Eric Wood (Kaw); 3. Todd Harrington (Kaw); 4. Randall Mennenga (Suz); 5. William Luke (Kaw).
Time: 13 min., 58.361 sec.
Distance: 7 laps, 25 miles
Average speed: 107.009 mph
Margin of victory: 1.948 sec.

NASB/EBC Brakes Sport Bike Series
Final Round: Daytona International Speedway

A win for McGrath

By Henny Ray Abrams

DAYTONA BEACH, FL, NOV. 1

There were 47 riders in the class, but this was a two-man fight - KWS Motorsports' David McGrath facing off against 4&6 Cycle's Todd Harrington for the EBC Brakes Sport Bike title. McGrath would prevail, but not by much, and it was only with the help of lapped traffic that his victory could be assured.

The Kawasaki-mounted Harrington led from the start, and it took a while for McGrath and his Suzuki to join him. Once he did, Harrington had his hands full, but he didn't give up. Though McGrath passed him on the seventh lap, Harrington took it right back and held the spot - right up until the end of the 11-lap, 39.16-mile race. McGrath took the lead early in the lap and had the muscle to pull away from Harrington on the backstretch. When he put a backmarker between them in the chicane, the race was over.

"That was a gift," McGrath said. "I was fortunate to get past some lapped traffic and keep Todd (Harrington) behind me. Everybody raced clean. It was really gratifying to win this."

"I blew my last-lap plan because of some traffic," lamented Harrington. "It was a great race."

Lost in the shuffle was the fact that Brian Livengood had wrapped up the class championship with his eighth-place finish. He came in with a huge lead on McGrath, and although McGrath did what he could to make it close, it wasn't enough. At the end of the six-race series, Livengood finished with 154 points - four more than McGrath. Harrington was third with 134 points.

Harrington had started from the pole position, a spot he was given after the Kawasaki ZX-6 of Penguin Racing School's Eric Wood was found to produce too much power. The number-one plate holder was forced to the back off the 47-rider grid.

From the pole, Harrington bolted, controlling the race from the front, with David Joseph Rose his closest company.

McGrath made his way to third on the fourth lap, closing up on Rose and hounding him for a handful of laps.

At the end of the sixth lap and the beginning of the seventh lap, McGrath went from third to first, with Harrington taking it back before the dogleg on the seventh. McGrath went around him on the west banking and into the chicane, with Rose losing touch and eventually fading to seventh.

For the final three laps, it was strictly a two-rider race, with Harrington in front on the eighth lap, losing it momentarily, and then taking it back going into turn one on the ninth lap.

The spot was his until the final lap, the 11th, when McGrath made his way by, holding on the power through the infield and onto the banking. He should have been a sitting duck, but he managed to pull out a healthy lead and was further aided when he managed to stuff his way into the chicane just ahead of a backmarker. That pretty much decided it.

McGrath would win the race by 1.194 seconds in 21 minutes, 55.961 seconds at an average speed of 107.128 mph.

Clifford's Cycle's James Milroy Jr. passed Rose on the seventh lap to take over third, fronting a pack of five riders for a lap or two before edging away to a secure spot.

"We threw this bike together after crashing yesterday," Milroy said. "It was a miracle to get on this podium today."

Fifth was less clear-cut, with a trio of riders mixing it up on the final lap. Randy Mennenga came out on top of Valvoline EMGO Suzuki's Grant Lopez and Wood, who had made it up to sixth on the 10th lap.

Lopez had led on the 10th, with Wood and Mennenga getting by in the chicane on that same lap. Mennenga got back in front into turn one, with Lopez next, then Rose and Wood, with Wood making up a spot at the finish.

After Rose came Livengood, followed by Manny Manusuthakis, who made up a spot after Byron Barbour went out on the final lap.

Keith Wilson finished 10th. CN

Daytona International Speedway
Daytona Beach, Florida
Results: November 1, 1998 (Round 6 of 6)

EBC BRAKES SPORT BIKE: 1. David McGrath (Suz); 2. Todd Harrington (Kaw); 3. James Milroy Jr. (Kaw); 4. Randy Mennenga (Suz); 5. Grant Lopez (Suz); 6. Eric Wood (Kaw); 7. David Joseph Rose (Suz); 8. Brian Livengood (Suz); 9. Emanuel Manusuthakis (Kaw); 10. Keith Wilson (Suz); 11. Jim Lester (Hon); 12. Mark Lawson (Hon); 13. Gabriel Henning (Hon); 14. Jim Dickenson (Suz); 15. John Bowman (Hon); 16. Jason Parker (Kaw); 17. Les White (Duc); 18. David McPherson (Kaw); 19. Mark McCormick (Kaw); 20. James Prince (Hon); 21. Michael Fitzpatrick (Kaw); 22. John Bellinger (Hon); 23. Joe Conforth (Hon); 24. Mark Zalke (Suz); 25. Billy Graef (Suz); 26. Kris Clubb (Kaw); 27. Thomas Sonnenberg (Suz); 28. Brian Conley (Bue); 29. Edward Bartoli (Suz); 30. Wayne Watts (Suz); 31. Byron Barbour (Suz); 32. Steve Kessenich (Suz); 33. Michael Luke (Kaw); 34. Scott Diedrich (Suz); 35. Greg Benefield (Hon); 36. Greg Kahle (Kaw); 37. Ryan Landers (Suz).
Time: 21 min., 55.961 sec.
Distance: 11 laps, 39.16 miles
Average speed: 107.128 mph
Margin of victory: 1.194 sec.

EBC BRAKES SPORT BIKE C'SHIP POINT STANDINGS (After 6 of 6 rounds): 1. Brian Livengood (154); 2. David McGrath (150/2 wins); 3. Todd Harrington (134/2); 4. Grand Lopez (115); 5. Billy Graef (111); 6. Kris Clubb (85); 7. Les White (82); 8. Mark McCormick (73); 9. James Prince (69); 10. Emanuel Manusuthakis (63); 11. David McPherson (62); 12. Gabriel Henning (59); 13. Michael Fitzpatrick (56); 14. James Milroy Jr. (51); 15. Brian Conley (48); 16. (TIE) Clint Brotz/Jim Dickenson (44); 18. Byron Barbour (42); 19. (TIE) Mike Luke/Brian Parriott/John Bowman (35/1).

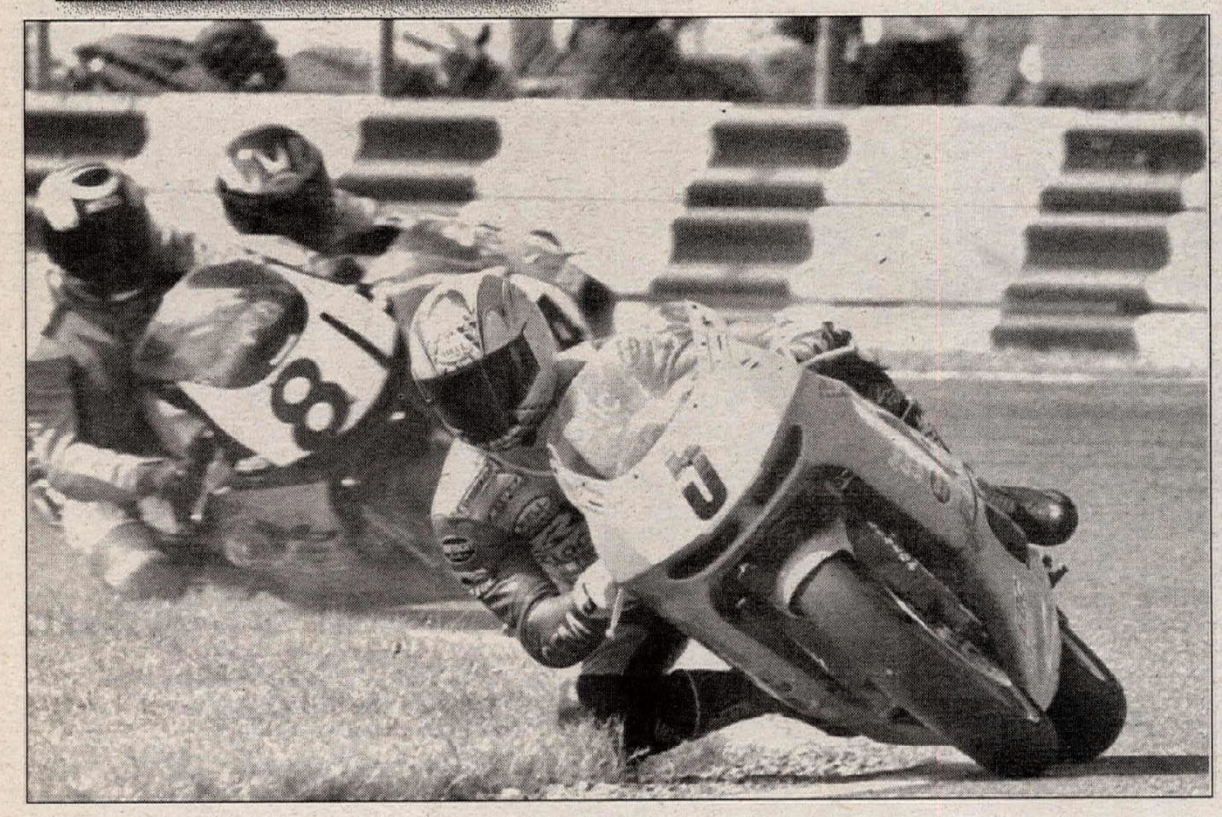
NASB/Sunoco Race Fuels GTU Series
Final Round: Daytona International Speedway

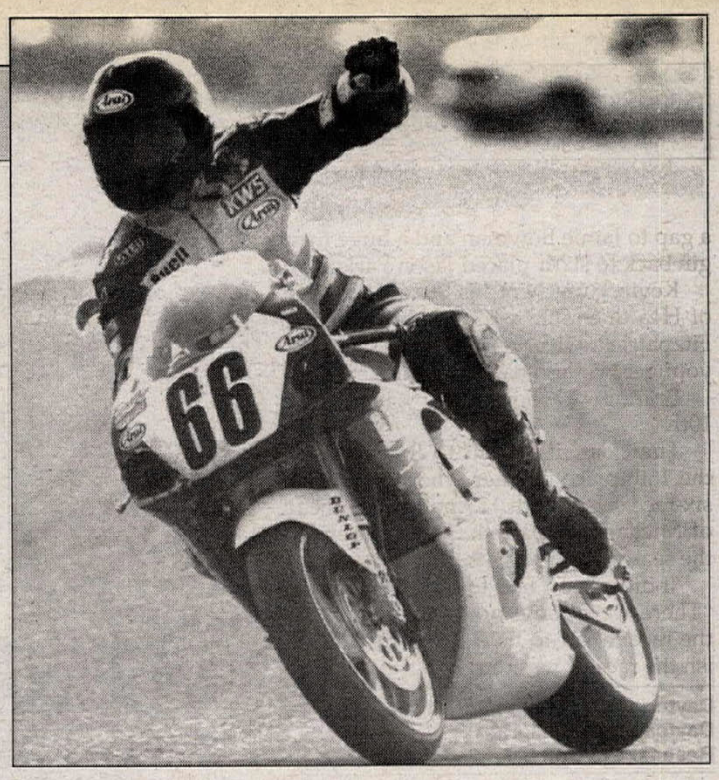
Wood is good enough

By Henny Ray Abrams

DAYTONA BEACH, FL, NOV. 1

Once he got the lead in the Sunoco Race Fuels GTU class, Penguin Racing School's Eric Wood wasn't going to give it up. Not only was he not





(Left) Eric Wood gets his knee down in the grass while leading Todd Harrington in the Sunoco Fuels GTU class. Wood took the win, with Harrington finishing second.
(Above) David McGrath had reason to celebrate after taking the GTO class final, his second class win on the day at Daytona.
(Below) Billy Graef leads David McGrath in the Buell Lightning final at Daytona. Graef won the race and the series title, with McGrath failing to finish.

giving it up, he wasn't giving anyone any hope that they might take it from him.

So from the third lap on, this class belonged to Eric Wood, and the Kawasaki rider would take that lead right to the checkered flag. He would get there 3.352 seconds in front of 4&6 Cycle's Todd Harrington.

"We had a really great bike," Wood said after his second win in the class; he'd won the season opener here in March. "All I had to do is hold on for the ride. It was fairly easy."

At least he could hold on.

Mike Luke had taken the early lead, but he crashed in turn one while in the midst of a furious four-rider scrap. That occurred at the start of the second lap, and it gave the lead to Harrington. Wood wanted it worse, though, and after crossing the line three wide to end the second lap, he held it on longer than the others into turn one to take control.

He briefly relinquished the point on the second lap but was back out front for good on the third lap, gradually easing away right to the end of the seven-lap, 25-mile race.

Harrington was second for much of the race, but he was under constant pressure from 16-year-old Ryan Landers. The Suzuki rider had led at one point before slotting in behind Harrington, whom he was able to chase until the very final stages of the race, when Harrington gained the slightest bit of breathing room.

"Hey, that was fast," the Kawasaki-mounted Harrington said. "Eric (Wood) really had some horsepower on me and made it tough. But it was a good race."

"(That was) the fastest I've gone all weekend," Landers said. "Eric just sort of took off from us there. I tried to stay up there with those guys, but I couldn't hold on."

The pack behind the leader was tight for a few laps, and then it quickly spread out. Brian Livengood, who'd already wrapped up the class title, tangled with Kris Clubb the whole way, getting the better of him in the end. Kawasaki-mounted Clubb was fifth.

Then came Kawasaki rider James Milroy Jr. by himself.

Manny Manusuthakis passed Edward Bartoli on the final lap for seventh, with a pair of Hondas belonging to Gabriel Henning and Mark Lawson filling out the top 10.

Livengood ends the six-race series with 181 points - 54 more than Clubb, who, in turn, has 25 on Wood. CN

Daytona International Speedway
Daytona Beach, Florida
Results: November 1, 1998 (Round 6 of 6)

SUNOCO GTU: 1. Eric Wood (Kaw); 2. Todd Harrington (Kaw); 3. Ryan Landers (Suz); 4. Brian Livengood (Suz); 5. Kris Clubb (Kaw); 6. James Milroy Jr. (Kaw); 7. Emanuel Manusuthakis (Kaw); 8. Edward Bartoli (Suz); 9. Gabriel Henning (Hon); 10. Mark Lawson (Hon); 11. Jep Palmour (Kaw); 12. Byron Barbour (Suz); 13. John Bowman (Hon); 14. Jim Dickenson (Suz); 15. Michael Fitzpatrick (Kaw); 16. Woodrow Gepharg (Hon); 17. Davic McPherson (Kaw); 18. Mark McCormick (Kaw); 19. Ken Stafford (Hon); 20. Lane Bentsen (Suz); 21. Geoffrey Maloney (Hon); 22. Thomas Sonnenberg (Suz); 23. Wayne Watts (Suz); 24. Jeff Cooper (Suz); 25. James Prince (Hon); 26. Mike Luke (Kaw).
Time: 13 min., 57.141 sec.
Distance: Seven laps, 25 miles
Average speed: 107.165 mph
Margin of victory: 3.352 sec.
SUNOCO GTU C'SHIP POINT STANDINGS (After 6 of 6 rounds): 1. Brian Livengood (181/2 wins); 2. Kris Clubb (127); 3. Eric Wood (102/2); 4. (TIE) Todd Harrington/David McPherson (97/1); 6. Clint Brotz (95); 7. Mark Lawson (88); 8. Michael Fitzpatrick (87); 9. Emanuel Manusuthakis (82) 10. James Prince (79); 11. Jim Dickenson (74); 12. Mark McCormick (58); 13. John Bowman (56); 14. Geoffrey Maloney (46); 15. Gabriel Henning (44); 16. Joseph Gill (43); 17. (TIE) Mark Junge/Bryan Barbour (35/1); 19. (TIE) James Randolph/Brian Gibbs/Bobby Ludlum (32).

NASB/Sunoco Race Fuels GTO Series
Final Round: Daytona International Speedway

McGrath's second of the day

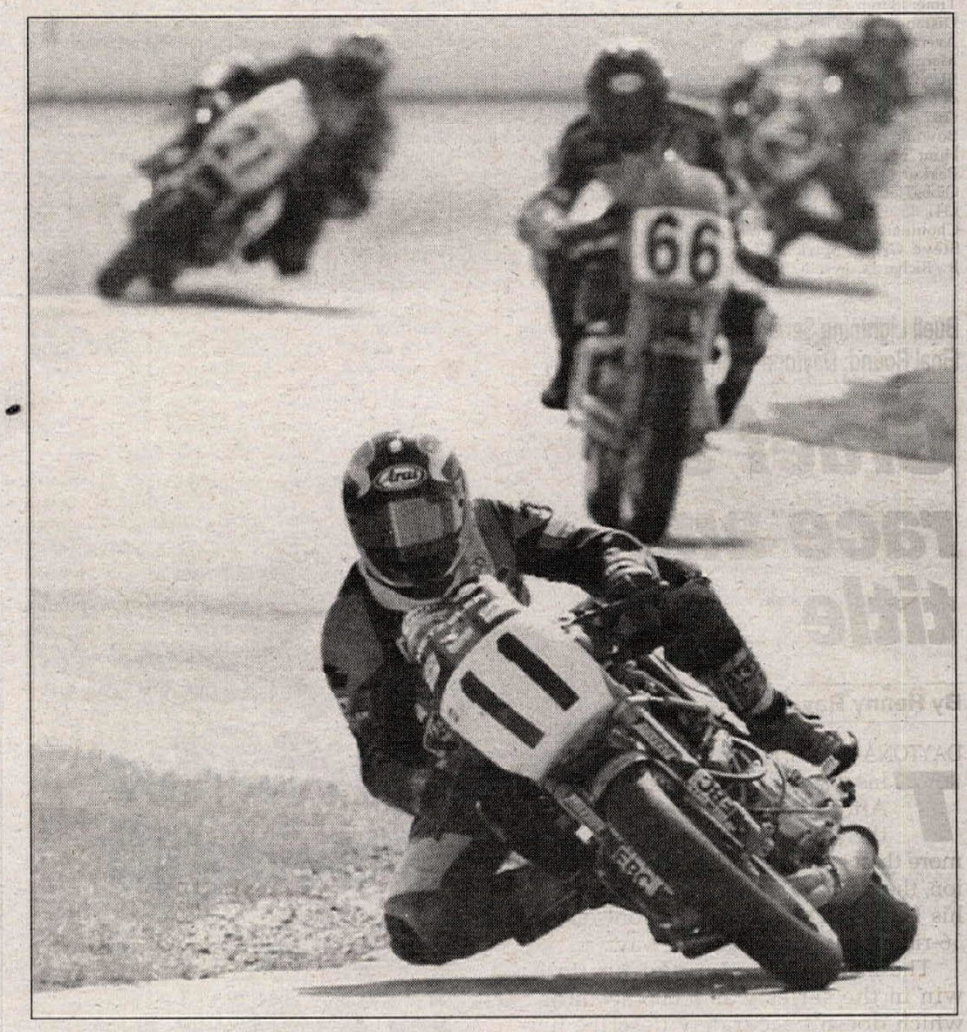
By Henny Ray Abrams

DAYTONA BEACH, FL, NOV. 1

KWS Motorsports' David McGrath started on the pole position for the Sunoco Race Fuels GTO class. It wasn't long, though, before he found himself in fifth place, with the leader, New England Performance's John Scheehser, disappearing into the distance.

McGrath was patient. On the third lap he made up two spots, moving up to third; then he stormed into second on the fourth lap and into the lead on the fifth.

From there Scheehser had no answer and, despite racing his Suzuki GSX-R750



against the more powerful Yamaha R-1 or Scheehser, McGrath was able to motor away, with a little help from traffic, to take his second win of the day to go with his EBC Brakes Sport Bike title.

"I tell you what: I could get used to this," McGrath said. "It has been a fantastic weekend for me this weekend."

Indeed it was, but it didn't come easily.

McGrath watched early as Scheehser went by Jamie Bowman for the lead, with Rue Racing's John Ashmead right in the mix and Grigg Electric's Steve Grigg filling out the top four on his Muzzy Raptor 850.

Scheehser looked like he was getting away until Ashmead drew him in on the fourth lap while McGrath was now up to third. It wasn't just those two closing in - the whole pack was.

And they'd catch him. McGrath did so first, on the inside entering the International Horseshoe on the fifth of seven laps. Scheehser used his decided horsepower advantage to close right up in the chicane, but he didn't get by - though he would continue his pursuit.

It was the same on the final lap, but this time McGrath again used traffic, and it was enough to secure his win.

"It's been number two for us all weekend," Scheehser said. "We got into some traffic in the chicane and (Dave) got away from me. I thought we had it in the bag, but I can't complain."

Grigg moved up on Ashmead in the chicane on the final lap, with Ashmead going low in NASCAR turn four to try to avoid the inevitable draft-pass, which he couldn't do, and Grigg had his third.

Ashmead was fourth. Then there was

a gap to Jamie Bowman and a huge margin back to sixth-placed Jason Parker.

Kevin Hunt kept his Suzuki in front of Health Systems Kawasaki's Michael Fitzpatrick, with John Bowman, Jamie's younger brother, back in ninth.

Brandon Bashore was by himself in 10th.

The class title went to Ryan Meyer, the 16th-place finisher who finished the six-race series with 123 points, 16 ahead of Michael Fitzpatrick. McGrath ended the season in third with 102.

"I did what I had to do," Meyer said. "There were some pretty fast people in the race. I had to hold my own and finish the race. It was tough." CN

Daytona International Speedway
Daytona Beach, Florida
Results: November 1, 1998 (Round 6 of 6)

SUNOCO GTO: 1. David McGrath (Suz); 2. John Scheehser (Yam); 3. Steve Grigg (Kaw); 4. John Ashmead (Kaw); 5. Jamie Bowman (Suz); 6. Jason Parker (Suz); 7. Kevin Hunt (Suz); 8. Michael Fitzpatrick (Kaw); 9. John Bowman (Suz); 10. Brandon Bashore (Suz); 11. Chad Simons (Suz); 12. Robb Martin (Suz); 13. Steve Decamp (Suz); 14. Devin Battley (Yam); 15. Mike Warren (Hon); 16. Ryan Meyer (Suz); 17. Philippe Kostezer (Suz); 18. Mauro Cereda (Suz); 19. Daniel Smallwood (Hon); 20. Carlos Fabian (Kaw); 21. David Stone (Duc); 22. Charles Meyers (Kaw); 23. Brett Singer (Suz); 24. Steve Kessenich (Suz); 25. John Lounsbury (Suz); 26. Mario Martin (Suz).
Time: 13 min., 33.059 sec.
Distance: Seven laps, 25 miles
Average speed: 110.339 mph
Margin of victory: 1.853 sec.
SUNOCO GTO C'SHIP POINT STANDINGS (After 6 of 6 rounds): 1. Ryan Meyer (123); 2. Michael Fitzpatrick (107/1 win); 3. David McGrath (102/1); 4. John Bowman (71); 5. Eric Wood (59/1); 6. (TIE) Kevin Hunt/Mauro Cereda (56); 8. Scott Ruehle (55); 9. Jason Parker (50); 10. Joe Delaney (42); 11. (TIE) Brian Gibbs/Jeff Short/Grant Lopez (35/1); 14. Chad Simons (34); 15. (TIE) John Scheehser/Joshua Hayes/Charles Chouinard/Brian Parriott/Shane Prieto (32); 20. (TIE) Steve Grigg/Mark Ledesma/Richard Alexander Jr./Richard Conicelli/Brett Singer (30).

Buell Lightning Series
Final Round: Daytona International Speedway

Graef's race and title

By Henny Ray Abrams

DAYTONA BEACH, FL, NOV. 1

This was Billy Graef's class.

After qualifying on the pole for the Buell Lightning race, with more than a six-tenths-of-a-second cushion, the Sheboygan, Wisconsin, rider put his Hal's H-D Buell to the front of the 16-rider class and led all the way.

The margin of victory for his third win in the series was 3.606 seconds, which doesn't accurately describe his dominance. The three wins helped him to the title, by a comfortable 22 points over Valley Racing's Brian Conley, who was fourth today.

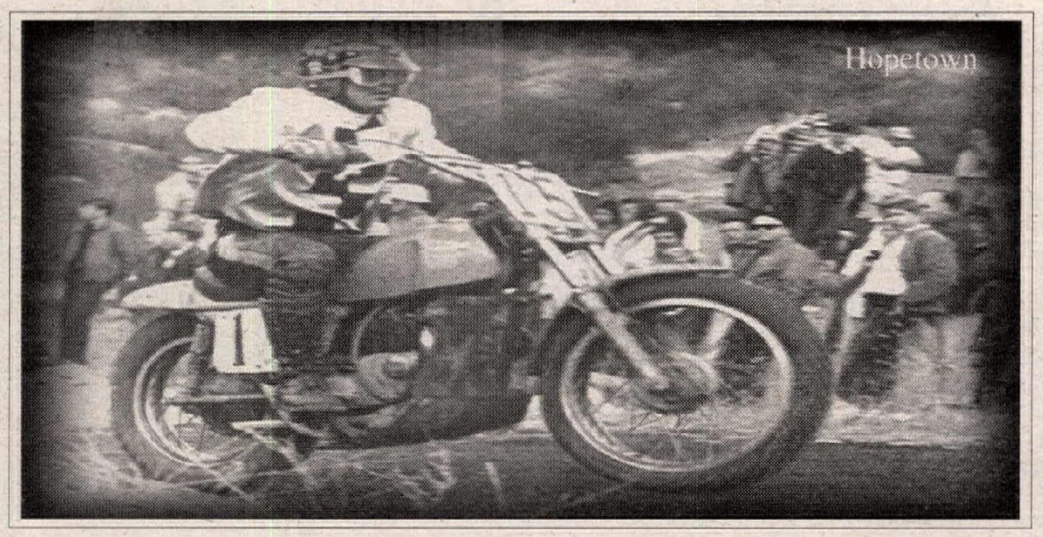
"It kind of went the way I planned," Graef said. "I just wanted to get off the line first and try to get away. I got a good start and everything was clicking. The bike just ran flawless."

Graef completed the seven-lap, 25-mile race in 14 minutes, 55.960 seconds, at an average speed of 100.129 mph.

Graef had company early in the race as Harley-Davidson of Greensboro's Dave McGrath took off in pursuit of the front-runner. Graef started to edge away and, by the third lap, it was clear who the winner would be. At the halfway point, he had nearly two seconds in hand, with McGrath trying to keep the pressure on - though not for long.

Miller Electrical Construction's Jess

Remember The Good Old Days



Stuntman Ronnie Rondell

Hollywood Celebrates 45 Years of Motorcycle Memories with

A DAY IN THE DIRT

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JUST TO NAME A FEW

The stage will be set for a grand prix that will incorporate a little bit of Hopetown, Elsinore, and some of the old Viewfinders GPs. The course will include a little asphalt, a little mud and maybe even a barn to fly through. To add to the celebration, the surf band known as THE ELIMINATORS will entertain between GPs and at the wrap party when awards are given out at the end of the day. But first and foremost it will be a reunion, a get together with the legends, the masters of the trade and all you guys who aspire to "fart dust". So on that note, we would like to invite you and your family and friends to join us for "A DAY IN THE DIRT", rain or shine.

SPECIAL THANKS • Ernie Alexander • Jack Barbacovi • Ken Ferguson • Chad McQueen • Tami Rice • Sally Worrell

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Roeder went under McGrath entering the chicane on the fifth lap, and a lap later McGrath rolled to a stop in the chicane with a smoking engine.

By then, H-D/Buell of Boston's Chad Healy had caught up with Roeder and was pushing him all the way. Not hard enough, it turned out, with Roeder holding on to second and Healy to third.

"I knew I was in trouble when I got stuck back in seventh after a bad start," Roeder said. I wasn't aggressive enough at the start, but I started picking off guys one by one. I could see Billy (Graef) up front, and I hoped he would be close enough to catch when I got to second, but there was no way."

Fourth, by himself, was Valley Racing's Brian Conley after he passed and shook off Shawn Conrad on the HMC Racing mount on the fourth lap.

Illinois Harley-Davidson Buell's Michael Friberg broke free from the early pursuit by Brian Bodine to run alone into sixth.

Seventh went to Lancaster H-D/Buell's Randy Texter, the Pennsylvanian passing Daytona H-D's Richie Morris on the run to the flag after trailing him the entire race.

Bodine was ninth, with Drew Peterson 10th.

Graef finishes the season with 182 points, 22 more than Conley. Conrad ends up third with 155. CN

Daytona International Speedway
Daytona Beach, Florida
Results: November 1, 1998 (Round 6 of 6)

BUELL LIGHTNING: 1. Billy Graef; 2. Jess Roeder; 3. Chad Healy; 4. Brian Conley; 5. Shawn Conrad; 6. Michael Friberg; 7. Randy Texter; 8. Richie Morris; 9. Brian Bodine; 10. Drew Peterson; 11. Robert Smith; 12. Scott Korol; 13. Ryan Meyer; 14. David McGrath; 15. Shaun Russell; 16. Thomas Pfromm.
Time: 14 min., 55.960 sec.
Distance: 7 laps, 25 miles
Average speed: 100.129 mph
Margin of victory: 3.606 sec.
BUELL LIGHTNING C'SHIP POINT STANDINGS (After 6 of 6 rounds): 1. Billy Graef (182/3 wins); 2. Brian Conley (160); 3. Shawn Conrad (155/1); 4. Brian Bodine (149); 5. Chad Healy (144/1); 6. Richie Morris (133); 7. Robert Smith (125); 8. Michael Friberg (124); 9. Scott Korol (122); 10. Ryan Meyer (121); 11. Kris Clubb (91); 12. Mark Reynolds (80); 13. Randy Texter (68); 14. Shawn Higbee (67); 15. Jess Roeder (60); 16. Drew Peterson (46); 17. James Swegheimer (40); 18. Thomas Pfromm (31); 19. John Costa (24); 20. Greg Hutcheson (22).

NASB/HRC Grand Prix by Idemitsu
Final Round: Daytona International Speedway

Jackson-Bell by a mile

By Henny Ray Abrams

DAYTONA BEACH, FL, NOV. 1

In a class usually decided by inches and feet, Vicky Jackson-Bell won by a mile.

After qualifying on the pole, fastest by over a second, the Honda-mounted Californian pushed her Honda RS125 straight to the front of the 14-rider HRC Grand Prix by Idemitsu class and never let up.

Halfway in, she had over four seconds in hand, and she cruised to victory, ending the seven-lap, 25-mile race with a 5.449-second cushion. She completed the race in 15 minutes, 22.733 seconds at an average speed of 97.224 mph.

"I was having fun," Jackson-Bell said. "I decided to run conservative at first. My faster times were at the tail end of the race."

Since Jackson-Bell was able to jet away, all attention was focused on the fight for second, which was also the fight for the championship.

In the beginning, it was Grandstand Cycle Sports' Rolando Quintero in front of West Coast Racing's Lavaughn Montgomery and Fabweld's Greg Esser, but the order was fluid. Montgomery drafted by Quintero into the chicane on the second lap, with Quintero taking it back by the line. Esser got up among them on the third lap, the trio side by side at the line, with Esser riding hard in the infield to keep up. But it wouldn't be enough and by the fourth lap Esser was losing touch, leaving the pair in front to settle the championship between themselves.

Quintero was mostly in front, with Montgomery taking the spot in turn one on the sixth lap, only to give it right back. Again she went by, later on the sixth lap with Quintero drafting by on the west banking, early enough for Montgomery to take it back on the draft into the chicane.

The pair swapped again on the front, with Montgomery stuffing her way by in turn one, the two going at it the whole lap, setting up the final run to the flag.

Montgomery led out of the chicane as Quintero pounced, closing in over the NASCAR turn-four tunnel and inching by to take second, and the championship - by half a wheel.

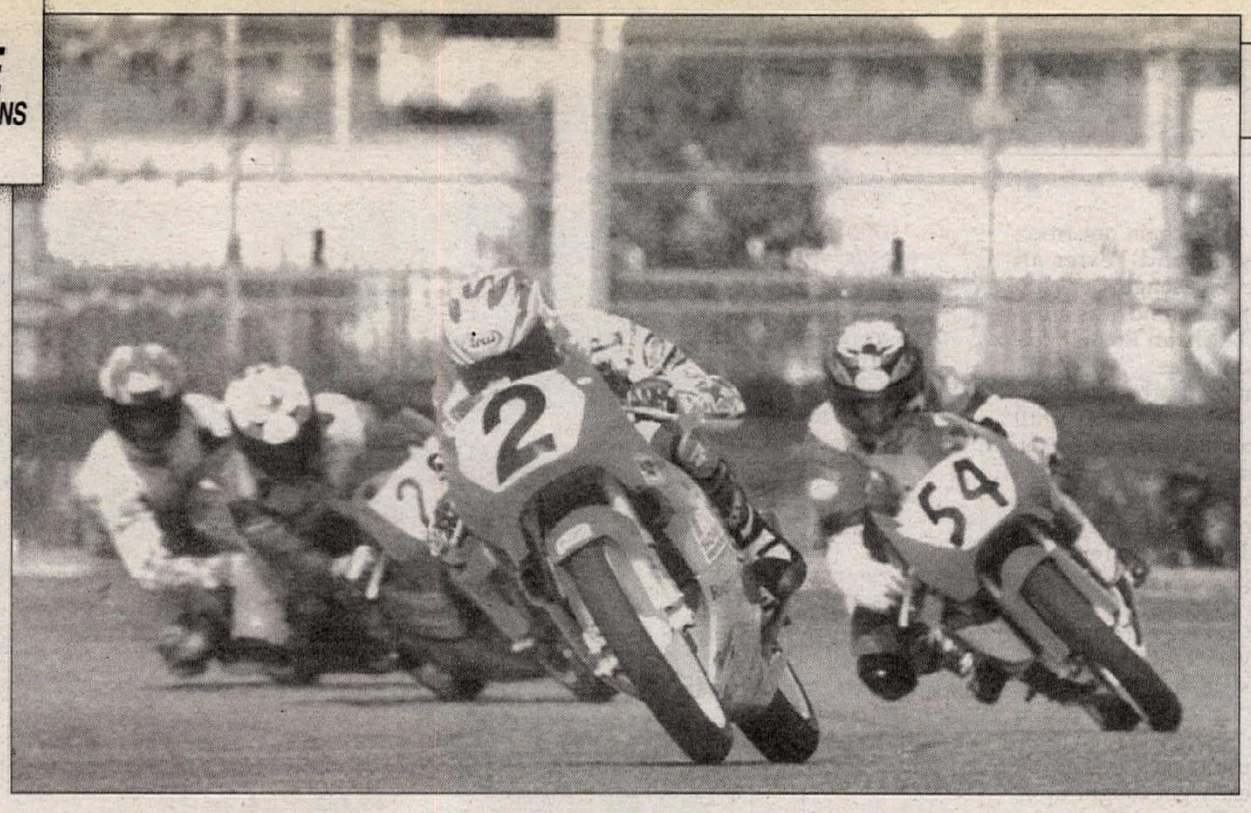
"These two girls are tough," Quintero said. "You can never underestimate them. I was fortunate to get past Lavaughn off the draft. I was looking for the championship, and that's what I got. Two years in a row of trying, and it paid off."

"It's always nice to ride with Quintero," Montgomery said. "I really thought I got second place by a wheel, but I guess the scorers got it right."

Quintero takes the title with 165 points, four more than Montgomery. Stewart Aitken-Cade, fifth today, ended the year with 153.

Esser settled into fourth, where he'd finish unchallenged. It was the same story for fifth-placed Stewart Aitken-Cade and sixth-placed Sean McNew, the pair on Competition Accessories Hondas.

David Doe got by Ricochet Racing's John Bellinger at the end of the race, with Steve Wenner and Francis Lapina filling out the top 10. Lapina was the first Yamaha after a string of nine Hondas. CN



Vicky Jackson-Bell leads LaVaughn Montgomery (54) and Greg Esser (26) en route to easily winning the 125cc Grand Prix race.

Daytona International Speedway
Daytona Beach, Florida
Results: November 1, 1998 (Round 6)

HRC AMERICAN GRAND PRIX BY IDEMITSU: 1. Vicky Jackson-Bell (Hon); 2. Rolando Quintero (Hon); 3. Lavaughn Montgomery (Hon); 4. Greg Esser (Hon); 5. Stewart Aitken-Cade (Hon); 6. Sean McNew (Hon); 7. David Doe (Hon); 8. John Bellinger (Hon); 9. Steve Wenner (Hon); 10. Francis Lapina (Yam); 11. Jeff Young (Hon); 12. Darrin Mitchell (Hon); 13. Todd Nordby (Hon); 14. Colin Gilbert.
Time: 15 min., 22.733 sec.
Distance: Seven laps, 25 miles
Average speed: 97.224 mph
Margin of victory: 5.449 sec.
HRC AMERICAN GRAND PRIX BY IDEMITU C'SHIP POINT STANDINGS (After 6 of 6 rounds): 1. Rolando Quintero (165/1 win); 2. Lavaughn Montgomery (161); 3. Stewart Aitken-Cade (153); 4. Sean McNew (137); 5. David Doe (120); 6. Michael Perry (84); 7. Lance Yeager (83); 8. Todd Nordby (82); 9. Jeff Young (72); 10. Rodney Fee (70/2); 11. Vicky Jackson-Bell (67/1); 12. Toby Jorgensen (63/1); 13. Greg Esser (60); 14. Colin Gilbert Jr. (54); 15. Richard Capobianco (52); 16. Patrick Ryder (51); 17. Ryan Smith (46); 18. Steve Wenner (43); 19. John Bellinger (38); 20. Aaron Stein (36).

NASB/Harley-Davidson Twin Sports World
Final Round: Daytona International Speedway

Higbee is World Champion

By Henny Ray Abrams

DAYTONA BEACH, FL, NOV. 1

It has the somewhat overinflated title of Harley-Davidson Twin Sports World Final. It was a race that featured exactly one rider from outside the lower 48 - Thomas Pfromm of Bonn, Germany. And it all took place in the course of a weekend. None of which mattered to Shawn Higbee.

The Tilley's H-D/Buell rider won both races by - for this class - astounding margins to unequivocally claim the haughty title.

Higbee won the first race in something of a runaway for this class. His lead was so secure on the final lap that there was no threat of a draft-pass on the way to the line. The margin over Lancaster H-D/Buell's Randy Texter was 2.943 seconds at the end of the seven-lap, 25-mile race, which he won in 15 minutes, 33.031 seconds at an average speed of 96.151 mph. It seemed like a lot - until the second race.

That one he won by an unheard-of 10.574 seconds, having broken the draft of his 17 pursuers early on and then riding his own race to the double victory.

"I never thought I'd win two here at Daytona," Higbee said. "I started the race with the attitude to finish well enough to win the World cup. Once I got out front, I just kept pushing it."

Second went to NASB H-D Twin Sports number-one plate holder Billy Graef, who'd successfully defended his title in Saturday's race. And Mike Ciccotto, who crashed out of the first race while running at the front of the field, was third on the Stevens Racing/WKR Enterprises Harley.

Fourth went to Lancaster H-D/Buell's Randy Texter, which, combined with his second in the first race, gave him second overall, one in front of Graef.

Miller Electrical Construction's Jess Roeder was fifth.

Stevens Racing's Mike Ciccotto got the jump on the field in the first race, followed in quick order by Hal's H-D's Billy Graef, Tilley's H-D/Buell's Shawn Higbee, Lancaster H-D/Buell's Randy Texter, and Michael Barnes, filling in for the disqualified David Estok on the Bartel's Harley-Davidson 883.

Nearing the end of the first lap, Timothy Johnson and Chris Demopoulos crashed in the chicane, bringing out the red flag. Neither would make the re-start.

That would go to Texter, Graef, Higbee and Ciccotto, the top four nearly making a clean break from the now 21-rider field until they were suddenly caught by Daytona Harley-Davidson's Richie Morris going into the chicane. Braking hard and using the draft, Morris went from fifth to first and then to second, settling in among the leaders.

Ciccotto would lead at the start-finish line, with Morris second, and Higbee third in front of Miller's Electrical Construction's Jess Roeder, the 1998 Harley-Davidson 883 Dirt Track Champion, who was followed by Graef and Texter.

Roeder took the lead going onto the banking, with Higbee taking his first shot at the point on the 3000-foot backstretch and holding it across the stripe; Roeder was next, followed by Graef and Ciccotto.

Roeder liked it out front, so he went back there with an aggressive move into turn one, moving Higbee back one position to just in front of Ciccotto, but not for long. Higbee returned the favor, only to get shuffled back going into the chicane, with Ciccotto in third in front of Texter and Graef, the trio just behind the top five.

Four wide ending the third lap, Higbee emerged out front, with Roeder second, Texter and Ciccotto next, and then Graef and Morris. Now it appeared that Higbee had control, holding the spot until the sixth lap, when he lost it going into turn one after getting caught up by the pursuing trio.

It was Ciccotto once again out front, with Roeder, Higbee and Texter all within about three bike lengths of each other. Formed up just behind was a trio led by Bartel's H-D's Shaun Russell, followed by Graef and Barnes.

The shuffling out front began going onto the banking and didn't end until they were clear round to turn one on the final lap. Higbee and Ciccotto were side by side with Higbee holding it on just enough longer to re-establish himself as the leader - Roeder and Texter were now just far enough back to be nonfactors for the win.

The lead pair raced through the infield into the West End Horseshoe, where Ciccotto crashed, handing the win to Higbee and the final podium spot to the winner of the Roeder-Texter duel. His spill would cause Roeder to back off slightly, after he nearly got caught up in it. Then it would be Texter at the line by about a foot, after taking second and then losing it going into the chicane.

"That's probably the most fun I've had racing in a while," Higbee said. "I really feel like I was having to ride the bike to its limits every lap. Everyone was riding real good. I had to work really hard to get around Mike (Ciccotto). He was really putting a lot of pressure on me on the last lap until he went down."

After the photo finish for second, Texter said: "I had no idea if I was second or third going across the line. Ciccotto went down and slowed up Jess just enough for me to catch up to his draft."

"He was putting up a good fight," Roeder said. "They were killing me in the horseshoes. That's something I've got to work on. When Ciccotto went down, I had to get off it. He about took my front wheel out. That's racing. Shawn was gone. There's no doubt about it."

Russell ended up in fourth, with Graef fifth in front of Pfromm, the German who was aboard the Low Country's H-D mount.

Graef jumped to the front of the second race, with Higbee back in fifth at the start but in second by the time they hit the banking. He was soon in the lead.

He and Graef left the field, then Higbee left Graef and was gone.

He completed the seven-lap, 25-mile race in 15 minutes, 25.474 seconds at an average speed of 96.236 mph. It was the faster of the two races.

Graef was embroiled in a conflict with Ciccotto and Barnes, riding the Bartel's H-D, with Texter and Roeder just behind.

The trio contesting second was soon joined by the pair fighting for fifth, so it became a five-rider pack that was swapping spots in every corner.

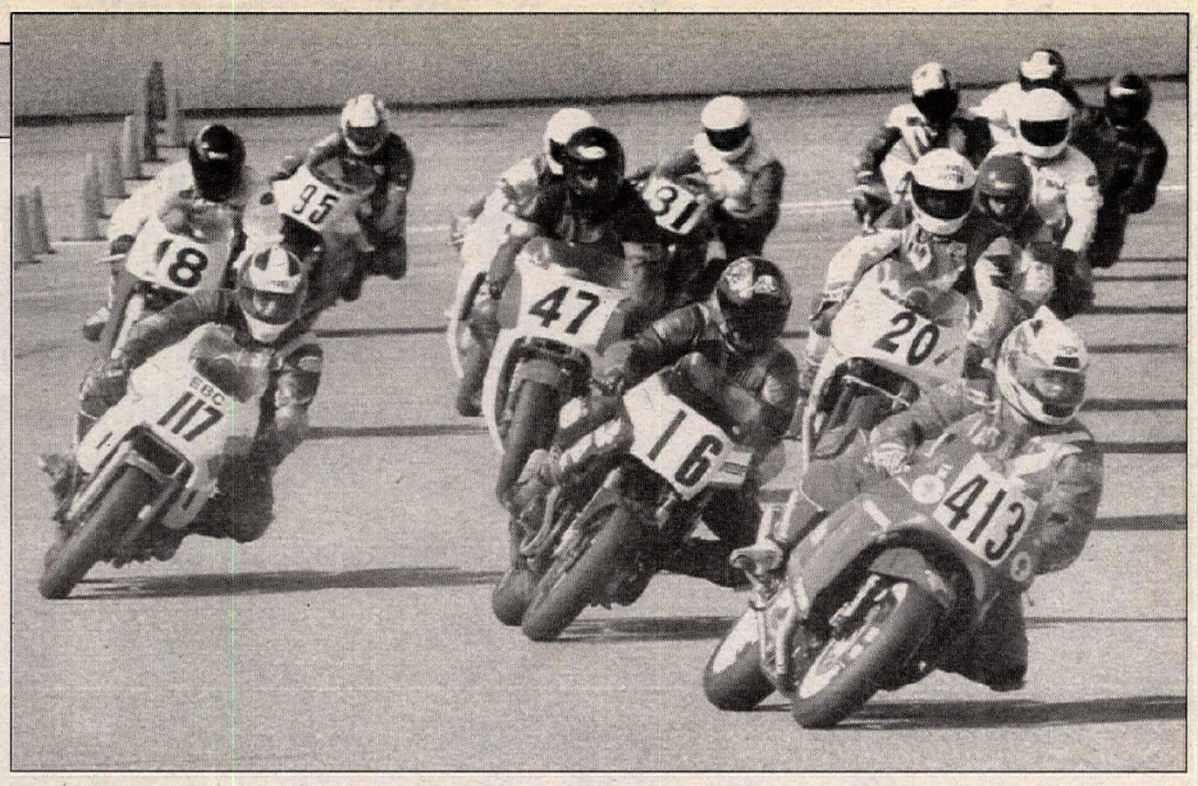
Ciccotto was mostly able to stay out front, though Roeder displaced him on the fifth lap before Ciccotto took it back. Meanwhile, Graef was waiting and planning, dropping as far back as fifth on the penultimate lap, a spot he was in no hurry to improve on.

Starting the final lap, Higbee was way out front; then came Barnes in front of Ciccotto, Texter, Roeder and Graef.

Roeder drafted his way into second into the chicane, with Graef not making his move prematurely. Instead, he'd wait until the final run to the flag, when he'd use the draft of the other four riders to take second. Ciccotto came along to take third, followed by Texter and Roeder, with Barnes back in sixth.

Daytona H-D's Morris was alone in seventh, as was Jim's Harley-Davidson of St. Petersburg's Scott Korol in eighth.

Brian Bodine and Michael Friberg filled out the top 10. CN



(Right) Dominic Aubrey (413) leads Jason Clay (16) and eventual winner Greg Doney (hidden) at the start of the GT Lights final. A five-rider pack fought for almost the full distance before Doney was able to edge Clay and Aubrey. (Below right) Shawn Higbee leads Billy Graef on his way to beating him in the second of three Harley-Davidson races. Graef ended up second.

Daytona International Speedway
Daytona Beach, Florida
Results: October 31-November 1, 1998

HARLEY-DAVIDSON TWIN SPORTS

RACE ONE: 1. Shawn Higbee; 2. Randy Texter; 3. Jess Roeder; 4. Shaun Russell; 5. Billy Graef; 6. Thomas Pfromm; 7. Jeff Johnson; 8. Scott Korol; 9. Michael Friberg; 10. Richie Morris; 11. Matthew Jensen; 12. Devin Battley; 13. Billy Manor; 14. Guy Edwards; 15. Nicholas Caliguri; 16. Mike Ciccotto; 17. Michael Barnes; 18. Shawn Conrad; 19. Frank Stroman; 20. Brian Bodine; 21. Alan Eadie.
Time: 15 min., 33.031 sec.
Distance: Seven laps, 25 miles
Average speed: 96.151 mph
Margin of victory: 2.943 sec.

RACE TWO: 1. Shawn Higbee; 2. Billy Graef; 3. Mike Ciccotto; 4. Randy Texter; 5. Jess Roeder; 6. Michael Barnes; 7. Richie Morris; 8. Scott Korol; 9. Brian Bodine; 10. Michael Friberg; 11. Jeff Johnson; 12. Guy Edwards; 13. Matthew Jensen; 14. Devin Battley; 15. Billy Manor; 16. Thomas Pfromm; 17. Shaun Russell; 18. Shawn Conrad.
Time: 15 min., 25.474 sec.
Distance: Seven laps, 25 miles
Average speed: 96.936 mph
Margin of victory: 10.574 sec.

HARLEY-DAVIDSON TWIN SPORTS WORLD FINALS STANDINGS: 1. Shawn Higbee (70/2 wins); 2. Randy Texter (60); 3. Billy Graef (58); 4. Jess Roeder (56); 5. Scott Korol (46); 6. (TIE) Mike Ciccotto/Richie Morris (45); 8. Jeff Johnson (44); 9. Michael Friberg (43); 10. Shaun Russell (42); 11. Thomas Pfromm (40); 12. Michael Barnes (39); 13. Matthew Jensen (38); 14. (TIE) Guy Edwards/Devin Battley (36); 16. Billy Manor (34); 17. Brian Bodine (33); 18. Shawn Conrad (26); 19. Nicholas Caliguri (16); 20. Frank Stroman (12).

NASB Sunoco Race Fuels GT Lights Series
Final Round: Daytona International Speedway

Doney at the end

By Henny Ray Abrams

DAYTONA BEACH, FL, NOV. 1

Greg Doney held the Sunoco Race Fuels GT Lights' lead for the least amount of time, but his reign at the front included the trip across the finish line - which he crossed just ahead of a fight for second place to take his first class win of the year.

Doney took advantage of a mental error by second-placed Jason Clay, who'd led a lead pack of five early on before dropping back to fourth and then recovered to take back the lead on the final lap.

Doney thought they were on the white-flag lap when in fact they were on the final lap, so he timed his move badly.

"What a race," Clay said. "It was a mess. I thought we had another lap to go, so I was setting up Greg (Doney) for a last-lap pass. But when I saw the checkers, I knew it was too late to do anything."

"It was a hard race - a bunch of fast guys. It was close all the way," said third-placed Dominic Aubry, who'd set fast time in qualifying.

It was close all the way. Right from the start, it was clear there were five fast guys among the 19-rider field, and there wasn't one among them who could dominate.

Aubry was right up there, along with Clay and Doney, as well as Christopher Boy and Philip Digregorio.

They were on a hodgepodge of equipment, as the rules allow. Doney was on a Honda Hawk 700, Clay was on a Yamaha 560, Aubry was aboard a Honda Hawk 650, Boy rode a Ducati 750, and Digregorio was on a Yamaha 400.

Aubry led lap one, Clay laps two and three, Aubry was back in front for lap four, and then Boy ran to the front, where he'd be on the fifth, sixth and seventh laps - but not the entire seventh lap. Boy tucked the front end on his Ducati in turn one on the final lap, relinquishing the lead and nearly taking Sherry Dowling down with him. By now, Digregorio was also out.

The lead three exiting the infield were Clay, Doney and Aubry, with a gap to Dowling, then a bigger gap back to Sean McNew.

On the run out of the chicane, it was Doney using the draft to take the win from Clay and Aubry.

His margin of victory was .354 of a second, and he completed the seven-lap, 25-mile race in 15 minutes, 5.061 seconds at an average speed of 99.123 mph.

"I'm glad to do so well after my crash yesterday," Doney said.

The title belonged to sixth-placed finisher Bill Wacholder on the Hamel Tool & Die Suzuki 400. He ends the year with 161 points - 26 ahead of Ron Perry, who crashed out on the second lap after qualifying second. Doney ends the year in third with 93 points.

Behind Wacholder came Laverda-mounted Charles Sander, just ahead of Yamaha 250-mounted Paul Wright.

The Honda 650s of Mark Reynolds and Brian Gregory filled out the top 10. CN

Daytona International Speedway
Daytona Beach, Florida
Results: November 1, 1998 (Round 6 of 6)

SUNOCO GT LIGHTS: 1. Greg Doney (Hon); 2. Jason Clay (Yam); 3. Dominic Aubry (Hon); 4. Sherry Dowling (Kaw); 5. Sean McNew (Hon); 6. Bill Wacholder (Suz); 7. Charles Sander (Lav); 8. Paul Wright (Yam); 9. Mark Reynolds (Hon); 10. Brian Gregory (Hon); 11. Brad Dodds (Yam); 12. Gerald Young (Hon); 13. Gary Scillia (Suz); 14. Scott Jones (Hon); 15. Guenther Weickert (Duc); 16. Harold Hillard (Yam); 17. Christopher Boy (Duc); 18. Phillip Digregorio (Yam); 19. Sung Ho Kim (Yam).
Time: 15 min., 5.061 sec.
Distance: Seven laps, 25 miles
Average speed: 99.123 mph
Margin of victory: 0.354 sec.

SUNOCO GT LIGHTS C'SHIP POINT STANDINGS (After 6 of 6 rounds): 1. Bill Wacholder (161/1 win); 2. Ron Perry (135); 3. Greg Doney (93/1); 4. Mark Reynolds (90); 5. Sean McNew (88); 6. Sherry Dowling (83); 7. Mark Morrow (73); 8. Jason Clay (67/1); 9. Dominic Aubry (62); 10. Scott Jones (62); 11. (TIE) Duncan Farash/Gerald Young (52); 13. Paul Wright (51); 14. Charles Sander (47); 15. Brian Surtees (44); 16. (TIE) Chad Healy/Brad Dodds (39); 18. David Watson (38); 19. (TIE) Christopher Bay/Mark Ledesma (35/1).

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The return of the Venture

Yamaha re-enters the luxury touring market with the Venture Royal Star.

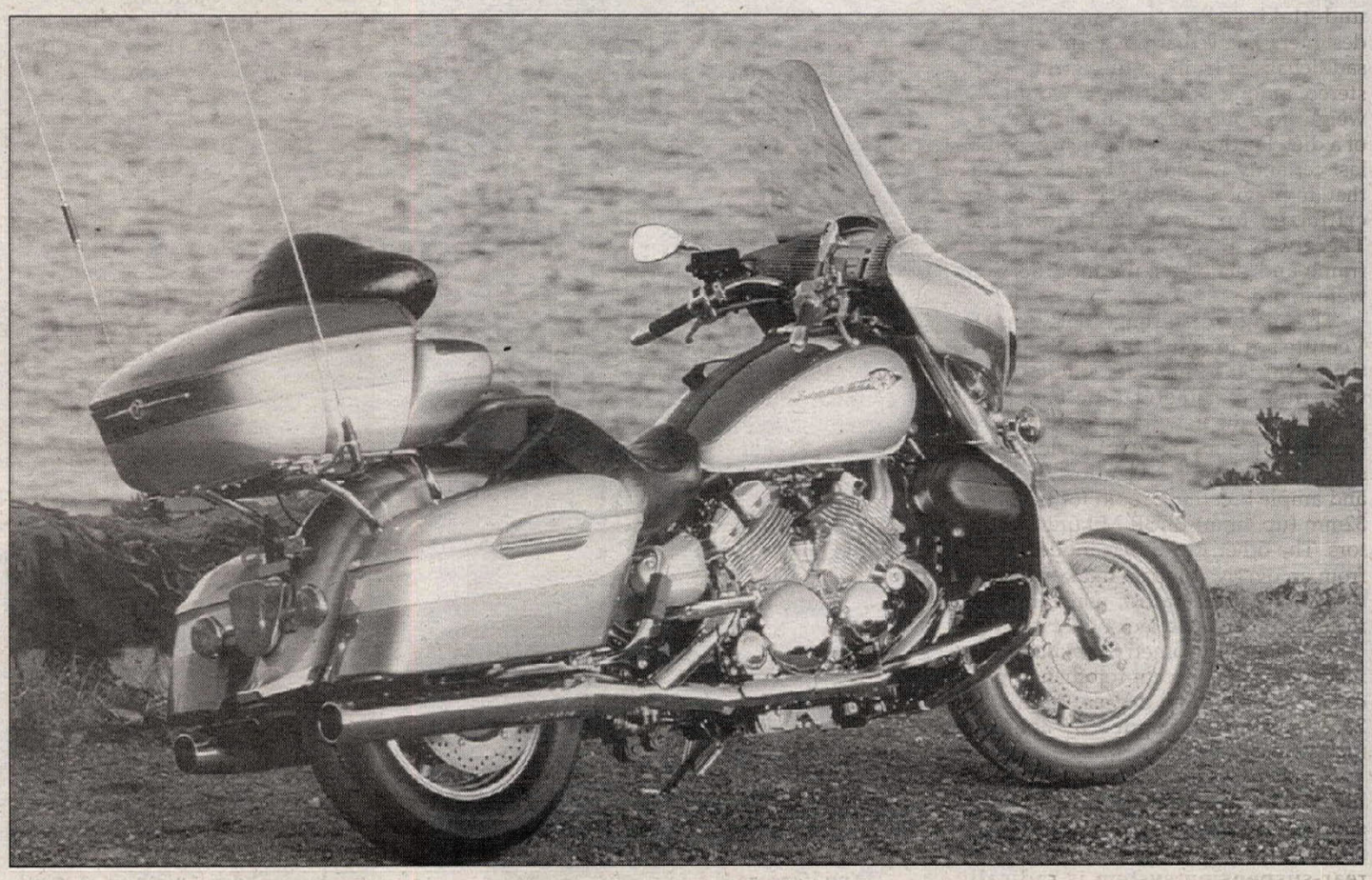
By Kit Palmer
Photos by David Dewhurst

Didn't cruising used to be something you did from one end of town to the other? We used to think so.

Nowadays, it seems cruising is something you do from one end of the state to the other. With the many new cruiser-touring bikes from Japan coming on the scene - such as the Kawasaki Vulcan Nomad; Honda's ACE Tourer, Valkyrie Tourer, and new Valkyrie Interstate; and Yamaha's own Tour Classic and Tour Deluxe models - we are now capable of cruising greater distances.

None of these motorcycles, however, are what we would call true touring bikes. In other words, none of them pose a serious threat to the real king of long-distance travel, the Honda Gold Wing, not to mention Harley-Davidson's Electra Glide models. Yet from this relatively new and growing cruiser-touring category comes a motorcycle ready to cruise from coast to coast and challenge the Gold Wing on its own turf: the all-new Yamaha Venture Royal Star, a bike truly designed to be ridden from sea to shining sea.

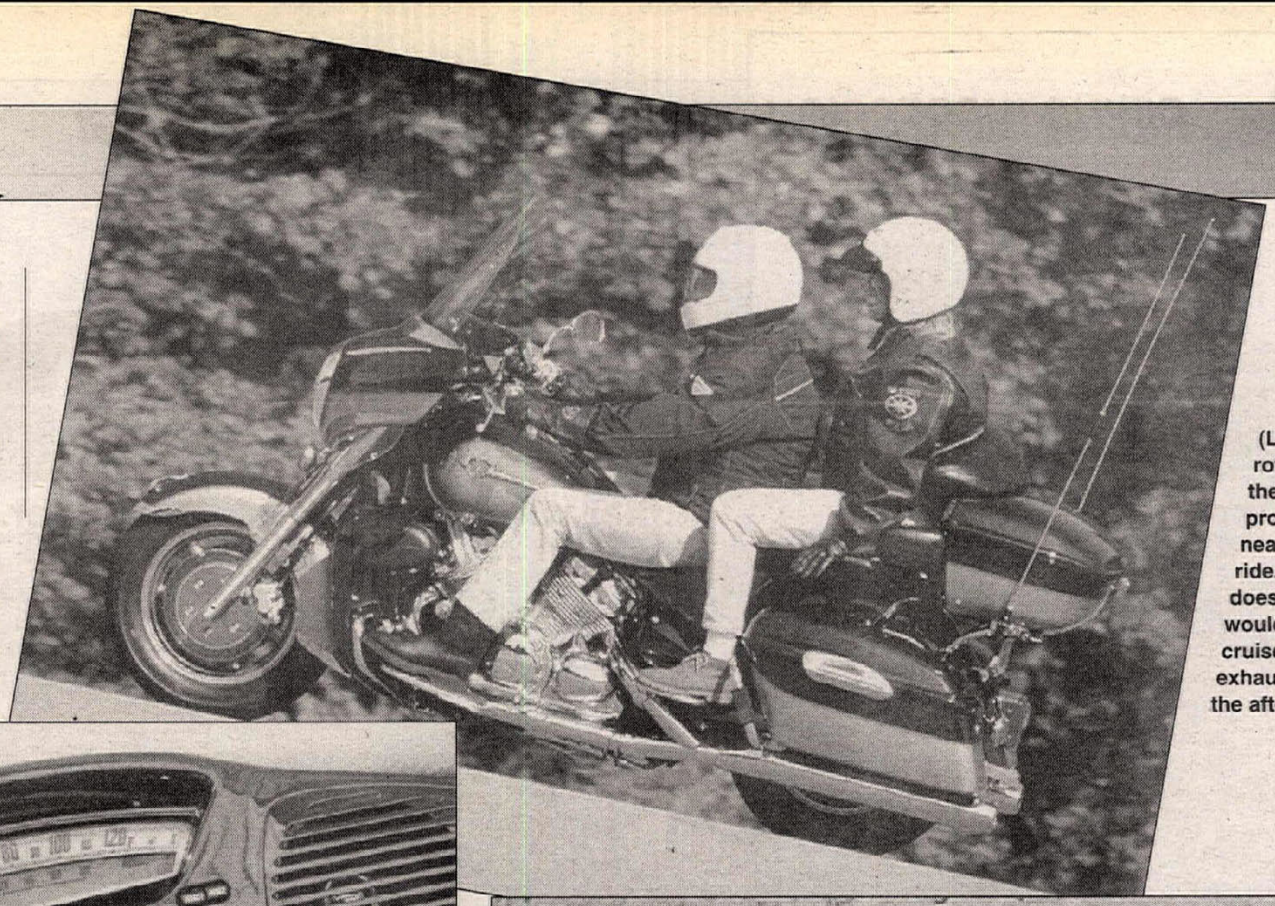
The Venture Royal Star is Yamaha's first full-dress touring bike since the



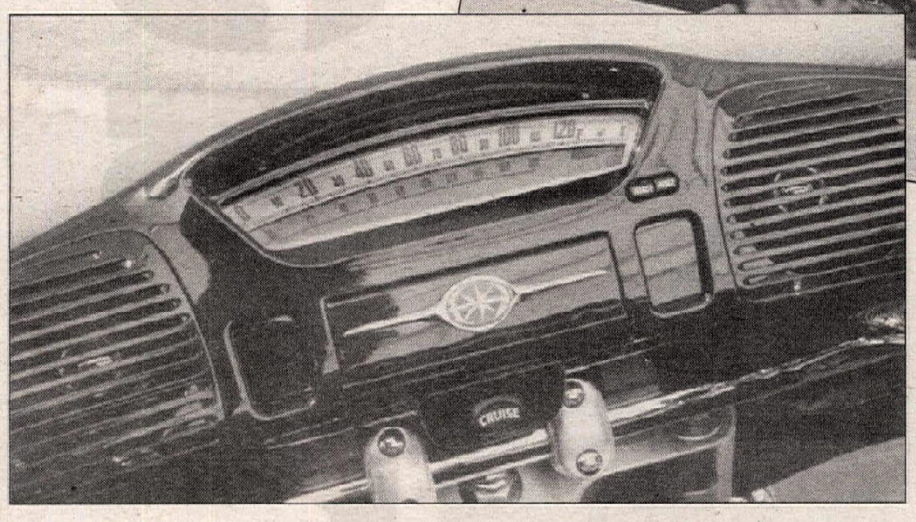
Venture Royale, which last roamed the countryside in 1992. That year, Yamaha surrendered the interstates to the Gold Wing. Even Suzuki and eventually Kawasaki pulled the plug on their respective grand tourers - the Cavalcade and the Voyager - as they were unable to compete with the Gold Wing's Cadillac-smooth performance.

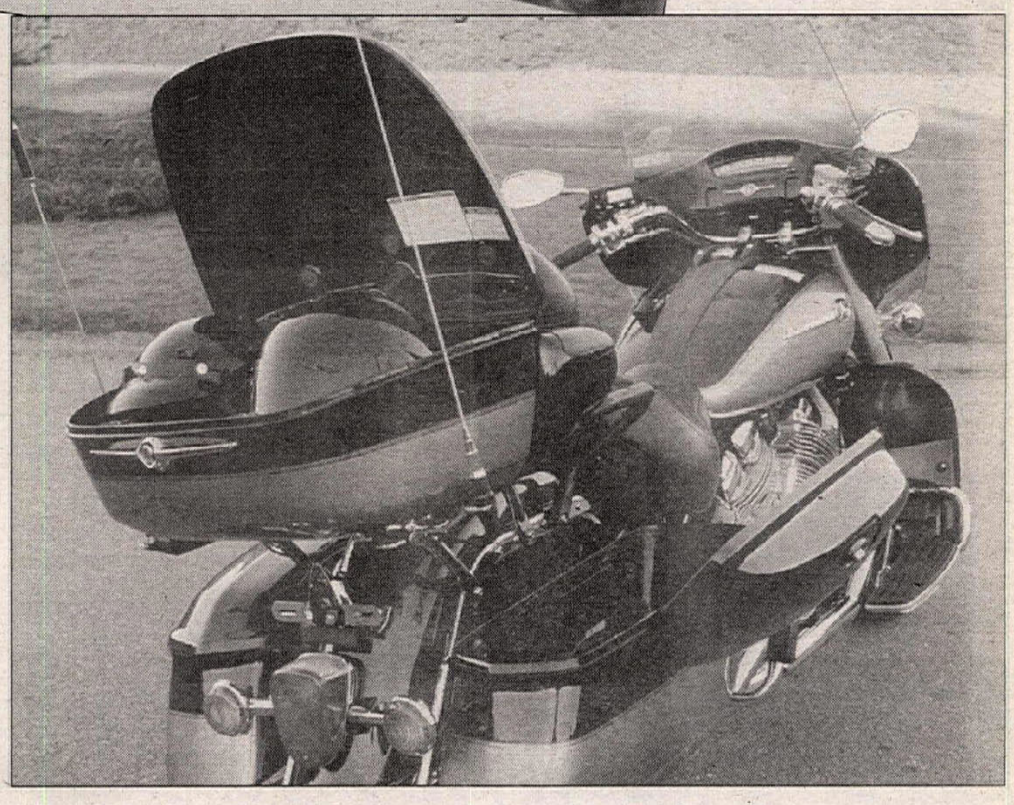
But even some Gold Wingers are beginning to grumble a little bit.

Recently, we've heard more and more Wingers say that they're getting somewhat tired of the Gold Wing's styling, which hasn't changed much in the last 10 years. Some have even said



(Left) Counter-rotating balancers in the engine helps produce a smooth and nearly vibration-free ride. The Venture doesn't produce what we would call booming cruiser sound, but the exhaust is designed with the aftermarkets in mind.





(Above) The Venture's instrument panel features neoclassic styling. It looks good, but some of the displays are small and a little hard to read. The Venture also features a full audio system, including four-way speakers and a hookup for a CD changer. (Right) The travel trunk is large enough to store two helmets and has easy-to-use latches, as do the saddlebags.

that they're getting a little turned off by the Wing's carlike mannerisms and that they want something with more "motorcycle character," yet that still provides long-range riding comfort.

Obviously, Yamaha has heard the same things and got to thinking.

Yamaha knew that when it came to "styling" and "motorcycle character," they already had those bases covered with its Royal Star models. Tack on a few touring necessities - such as full wind protection, large saddlebags, and stereo - and Yamaha knew the timing was right to reintroduce the all-new Venture.

Actually, transforming the Royal Star into a long-distance tourer was not as easy as it sounds; in fact, it was a major undertaking. For one, engineers and designers knew that the addition of big saddlebags, a trunk, a full fairing and a stereo, among other things, would add weight to a motorcycle already in need of a diet. Furthermore, the increased ballast certainly would not benefit a motor that, in previous Royal Star models, was criticized for being underpowered. There was no way around it: A new frame and major engine modifications were in order.

The major difference between the Venture's frame and that of the rest of the Royal Star line is its single (rather than dual) perimeter-type backbone. Not only is the new frame claimed to be lighter and more rigid, it provides more space for a larger six-gallon fuel tank and ample breathing room for the larger 32mm (up 4mm) BDSR Mikuni carburetors. The other Royal Star models suffer from an overly compact intake area (not to mention small carbs), which resulted in a lack of air and a lack of horsepower.

The frame's geometry remains pretty much the same, except for changing the caster angle by one degree, from 30 to 29. Wheelbase expanded by about an inch, as well.

Since the carrying loads of touring bikes change often, an air-adjustable shock is used in the Venture. To accommodate the new shock, the link-type rear-suspension system is radically altered. Whereas the shock on the Royal Star models lies parallel to the ground and underneath the swingram-pivot area, the Venture's shock sits straight up and down, runs through the swingarm and behind the pivot area. Yamaha claims 4.13 inches of rear-wheel travel.

Air-assisted 43mm forks, furnishing 5.51 inches of wheel travel, hold up the front of the bike.

Yamaha engineers claim a 30-percent horsepower increase out of the Venture's revamped, liquid-cooled, 79-cubic-inch, DOHC, 16-valve, V-four motor. Most of that increase was found by simply giving the Venture more air to breathe through its new large-capacity, dual-intake system. Of course, the larger Mikunis help as well.

Since vibration is one of the touring rider's worst enemies, Yamaha engineers tried to alleviate this problem by installing a counter-rotating balancer in the engine.

At the opposite end of the intake system, Yamaha chose to go with a four-into-two, three-piece exhaust system, designed to be easily broken down for replacement with an aftermarket conversion, if the owner so desires.

Compared to the other Royal Stars, the Venture features different transmission ratios (geared toward touring), cam timing, a larger radiator, and a more powerful 14-volt electrical system to run plenty of accessories.

The Venture is stacked full of touring amenities to make those long, never-ending stretches of open highway bearable. A large upper fairing (including separate lowers) and windscreen protects the rider and passenger from the elements, and the fairing also houses the cruise control on/off switch (the function buttons, however, are located next to the throttle), a DC outlet, a knob to adjust the angle of the headlight beam, and a full audio system. The remote thumb-controlled audio system includes an AM-FM tuner/cassette player, CB, intercom and four-way speakers, as well as being rigged for the installation of your own CD changer.

The eye-catching instrument panel looks like it was taken straight out of a '57 Studebaker, but the LCD needle, which runs from one side of the panel to the other, takes away some of that feeling of nostalgia that Yamaha was obviously going after.

The hard, color-matched saddlebags (35 liters) and trunk (57 liters) offer plenty of storage space and are designed to be extremely easy to operate (which they are). You can easily squeeze two helmets into the trunk. The saddlebags are not, however, easily detachable, but removable bag liners will be available for them from Yamaha's accessory department. (By the way, one key operates the ignition and bag locks.)

As for other accessories for the Venture, Yamaha says it will offer many aftermarket goodies, such as a trunk rack, saddlebag trim rails, a front-fender trim rail, plenty of chrome covers, and an assortment of billet items.

Colorwise, the Venture will be available in two conservative color schemes: Titanium grey/Marble silver, and Bordeaux red/Shimmering silver.

Yamaha obviously has a lot of faith in the Venture's reliability, as it will be offered with a standard five-year, unlimited-mileage warranty. But for even more peace of mind, Yamaha will be offering its Royal Star Road Service membership, which includes a 24-hour toll-free service line, 24-hour roadside assistance, 24-hour emergency towing, locksmith service, dealer-locator service, trip-interruption benefits, and a customized trip-planning service.

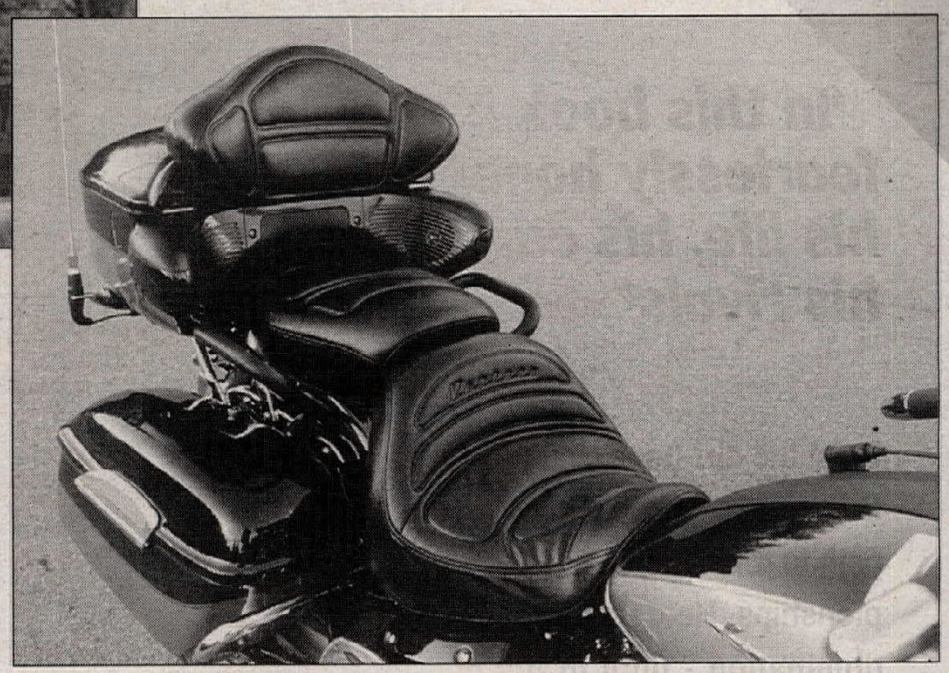
Yamaha recently gave us the opportunity to put a few hundred miles on the Venture, and we came away impressed with the new tourer. Unfortunately, every one of those miles came in cold and drizzly weather conditions while we toured in Maine. But the Venture's fairing and large windscreen proved their worth by doing an admirable job of keeping the wet stuff off the rider, though there are small openings in the lower sections that leave the rider's knees and shins exposed.

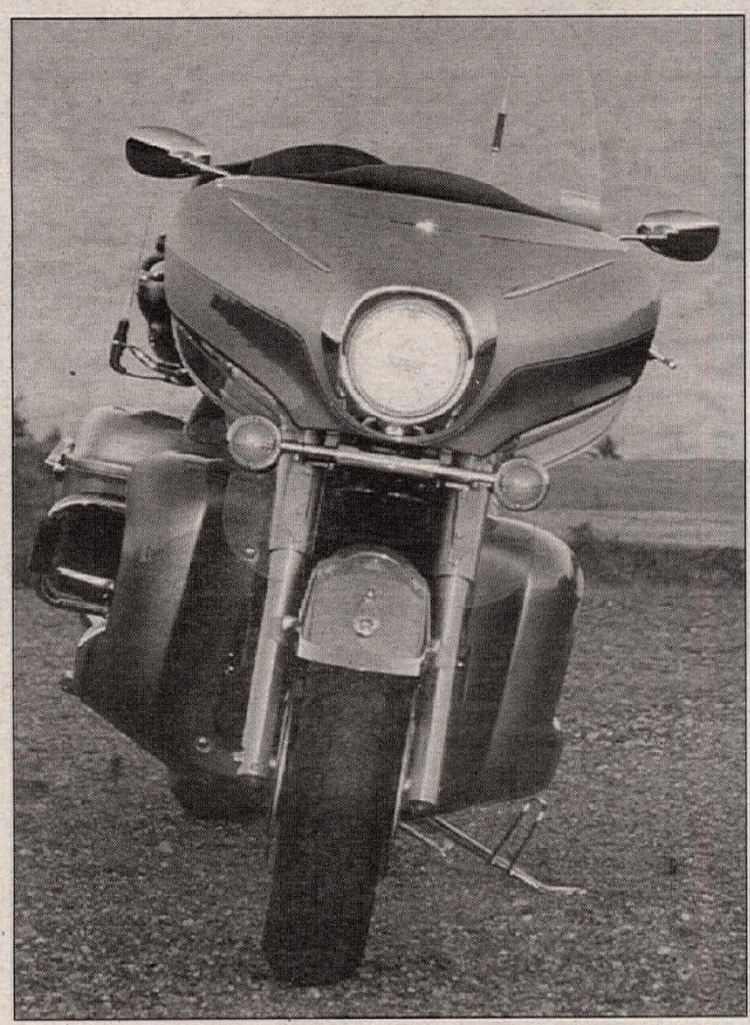
We also saw no evidence of water sneaking into any of the bags or the trunk.

Despite the added weight, the Venture is by far the most powerful of all

RIDING IMPRESSION 1999 Yamaha Venture Royal Star

(Left) The full-dress Venture will carry a suggested retail price of $15,499. Yamaha will offer plenty of accessories for its new long-distance cruiser.
(Below) Comfortable leather seats are available with or without studs.





(Right) The upper fairing, large windscreen and lowers do an admirable job of keeping the elements off the rider, but when things get real nasty, the Venture's high-output generating system will keep your heated suits cozy. Yamaha claims the Venture weighs in at 807 pounds dry.

the Royal Star models. It delivers nice power through the gears but accelerates a little lazily while cruising along in overdrive (fifth gear). There's plenty of power on tap to overtake slower traffic, but it helps to click down a gear - from overdrive - before making your move.

The Venture hums along comfortably and quietly at highway speeds, the tach needle seemingly content to hover around the 3500-rpm mark. The bike is also surprisingly smooth, transmitting very little vibration to the rider's hands and feet even at higher-than-normal cruising speeds. Even more surprising is the fact that the motor is not rubber-mounted to the frame and is as smooth as it is.

Long days in the saddle shouldn't be a problem at all on the Venture, as the large leather seat provides plenty of back support and comfort. The handlebars reach out to the rider, and the floorboards are positioned right where they should be. The low 29.5-inch seat height makes rolling to a stop a stress-free maneuver.

You'll never forget that you're hauling around an 850-plus-pound motorcycle, as this bike certainly feels heavy. Luckily, the Venture has excellent low- and high-speed stability, and coaxing it through the turns doesn't take too much muscle. Overall, it's a good-handling machine, and the suspension is fairly cush, though it's best to avoid sharp-edged potholes, or you might loosen a filling or two.

Hauling the big Venture in isn't anything to write home about, but then again, the dual 298mm front- and single 320mm rear-disc brakes are asked to do the unenviable job of counteracting all that forward momentum. Thankfully, they are up to the task.

There's a price to pay for that beautiful instrument panel: function. Except for the speedometer, most of the digital readouts are small and hard to read, including the odo, twin trip, fuel trip and clock, which are all combined into one readout so that, depending on what mode you're looking for, you need to press either the reset or select buttons. (We could never remember which ones did what while on the bike.) Unfortunately, the buttons are small and next to impossible to operate while wearing big winter gloves - or any kind of gloves, for that matter.

Even the audio system is a little complicated to use. Too few buttons handle too many functions. It's kind of like trying to figure out how to set your digital watch, which isn't something you want to do while cruising down the road. However, the buttons that you'll use most often - such as the volume, preset and station adjustments - are easily accessible. Like the Gold Wing's audio system, the Venture's system includes automatic speed-controlled volume, and the speakers are strong enough to overpower wind noise. As far as overall sound quality, the Venture's audio system is good, but it's not in the same league as the Gold Wing's.

Yamaha claims the Venture has a touring range of more than 225 miles. For now, we'll have to take their word for it. We did, however, one day ride the Venture 190 miles - nonstop - and the warning light went on at about 180 miles. At that point, we were told that you have at least another 10 miles before having to switch to reserve, via a petcock located under the fuel tank. We made it to our destination still on the main tank.

So, how much will the Venture cost? Yamaha is asking $15,499, which is considerably less than the comparable 1998 Harley-Davidson Ultra Classic Electra Glide model, which runs for about $18,800. Compared to the 1998 Honda SE ($17,399) and Aspencade ($14,999) Gold Wing models, the Venture falls between the two bikes.

Start looking for the Venture to hit showroom floors early next year.

Hopefully, we'll get a chance to put more miles on the new Venture soon, but for now, we wouldn't hesitate to plan a long journey on the newest member of the Royal Star family - perhaps a cruise from Mexico to Canada, or from California to Florida, would be nice. With the Venture, a trip around town simply won't do anymore. CN

Specifications

1999 Yamaha Royal Star Venture

ENGINE	
Type	Liquid-cooled, 70-degree, DOHC, V-4
Displacement	79 cubic inch
Bore & Stroke	79mm x 66mm
Compression ratio	10:1
Carburetion	Mikuni BDSR32 (4)
Valvetrain	4 valves per cylinder
Ignition system	Digital TCI, electric start, 12v18h battery
DRIVETRAIN	
Clutch	Wet-type, multiple-disc
Transmission	Constant-mesh, 5-speed
Primary reduction	1.775
Secondary reduction	Shaft drive
Chassis/Suspension	
Chassis type	Double cradle, single backbone
Rake	29.2°
Suspension	
Front	Telescopic fork
Rear	Swingarm link, single shock
Wheel travel	
Front	5.51 inches
Rear	4.13 inches
Brakes	
Front	Dual disc, 298mm
Rear	Single disc, 320mm
Wheels	
Front	Cast aluminum, 16.MT3.50
Rear	Cast aluminum, 15 M/CxMT4.00
Tires	
Front	Tubeless 150/80-16 71H
Rear	Tubeless 150/90B15M/C 74H
O/A length	104.5 in.
O/A width	35.4 in.
O/A height	61.6 in.
Seat height	29.5 in.
Wheelbase	67.1 in.
Claimed dry weight	807 lbs.
MSRB	$15,499

Wayne Rainey
-His own story

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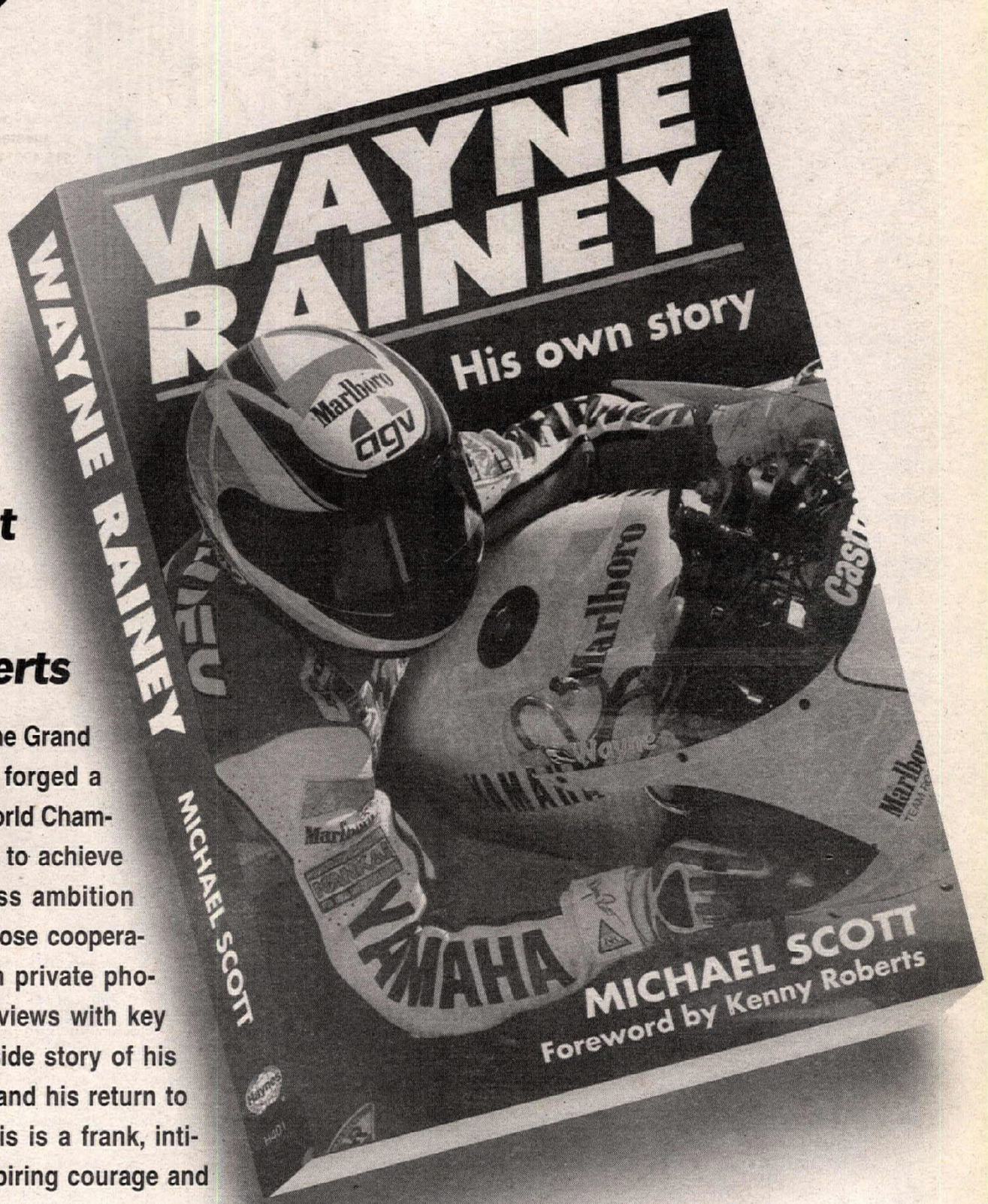

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- Kenny Roberts

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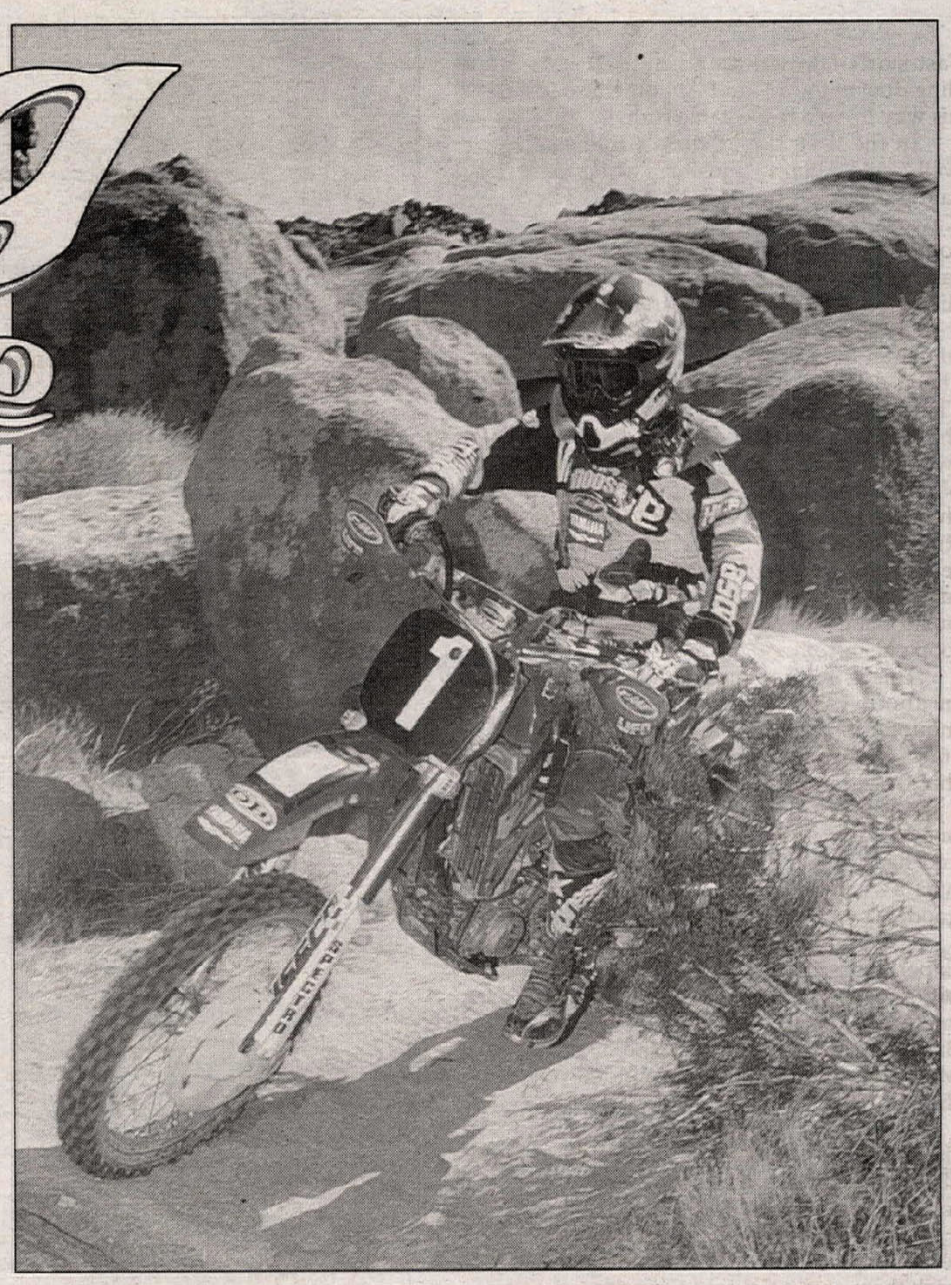
HARE & HOUND
AMA NATIONAL HARE AND HOUND CHAMPIONSHIP SERIES

Final Round: Lucerne Valley

Icing on the cake



By Anne Beveren
Photos by Tom Van Beveren

LUCERNE VALLEY, CA, OCT. 26

Yamaha-mounted Ty Davis put the icing on his National Hare and Hound cake with a win in the last round of the series in Southern California's Lucerne Valley.

With three wins and two second-place finishes under his belt at the end of round six, the defending series champion had wrapped up his second straight title before the race began - but that didn't stop him from pulling out all the stops in the final race of the series. With a support helicopter hovering above him, the Yamaha Motor Corp./Montclair Yamaha-backed YZ400F racer had his four-stroke out front all the way around the dusty and often highly technical 80-mile course and, in spite of losing the trail and taking a wide detour within sight of the finish, he charged home to take his final win of the series almost five minutes ahead of his yearlong rivals.

"It's been a good one, and it feels good to win the last race," said Davis, summing up his second year as National Hare and Hound Champion. "It's been probably one of the toughest years I've had - a much harder season, because the competition's getting stiffer. It's making me work at it, which is good and I don't mind. It's good for the sport that a lot of guys are coming up and stepping up to the plate."

The last round of Hare and Hound competition was organized by AMA District 37's 100s Motorcycle Club and co-sponsored by Montclair Yamaha, which wowed the 320 racers by entering everyone who signed up in a Saturday night drawing that had racers walking away with such goodies as a Yamaha PW50, a Yamaha patio set and a Royal Star letterman's jacket - as well as tires, filters, hats and shirts from Ty Davis' sponsors.

Gusty winds made getting a good night's sleep difficult after the prize fest, and Lucerne Valley was still being buffeted the next morning as the racers made last-minute preparations for the 9:30 a.m. start. The wind made the sunny morning seem much colder than the 60 degrees that registered on the thermometer at race time, but it helped a lot when the charge began up the silty bomb run.

Idaho's Brian Brown led the uphill dash on a Kawasaki KX500, but Davis had his Yamaha close behind and swept past Brown to take over the number-one spot as he passed the bomb and set off in search of the course ribbon.

"I got a good start, and me and my Curtis Sparks four-stroke were right there, second to the bomb," Davis said. "I passed Brown in the whoops and I led it from there on."

Brown tucked in behind as the 38-mile first loop got under way, but he was pushed back to third by a hard-charging Paul Krause - and then knocked back into fourth as Davis' Yamaha teammate Donnie Book got his YZ250 moving at full speed.

Fast starts were also logged by Arizona's Destry Abbott (who was neck and neck with Book on points for the runner-up spot in the prestigious National Hare and Hound series when the banner dropped for the final round), KX500-mounted Jeff Capt, and the KTM-backed duo of Nick Pearson and Russ Pearson.

"We did the pre-run for Terrible Town (an upcoming Nevada event) yesterday, so we didn't get as much time on the bomb run as we'd like to - but it ended up okay," said KTM 250-mounted Russ Pearson. "I got about 15th to 20th at the start, but I was just kind of struggling. The dust got to me and I didn't really have a very good first loop."

Dave Ondas, who was pushing to hold on to a spot in the series' top five, got a good jump off the line, but his start didn't turn out to be quite the success he was looking for.

"I had a decent start, but when we went down the valley, it kind of horseshoed," the KX500 racer explained. "I was on the course and a lot of people cut across, but I was able to catch back up. I actually passed a lot of people on the first loop."

Jeff Capt had a similar experience.

"I had a good start, and I was right behind Davis all the way to the end of the bomb," said Capt. "I came in behind him, swung wide to the left and, by the time I realized where I was, everybody - maybe 10 guys or something - had got around me. They hung way to the right up to the mountains."

And then there was Tommy Roberts.

"How was my start? It was horrible, horrible, horrible," said Roberts. "I couldn't get the thing started. It took about 20 kicks, and then I had to pass everybody. I couldn't tell you how far back I was, and I got really tensed up, but I just tried to concentrate and it seemed to work."

The terrain was fast-paced almost all the way as loop one took the racers from the start just off Bessemer Mine Road near Soggy Dry Lake out to Melville Dry Lake. It headed out to the north side of Means Lake for a dash up a large sand hill, went over to the north and west of the marine base, and then took the racers across the top of Galway Lake and into a motocrosslike dash through the mud hills and "moon rocks" to the final check.

Davis was out in front all the way and Krause was pushing hard in second, trying to do something about it.

"I went hard after Davis and I could make a little time in the fast stuff, but when we'd get in the tight stuff, he would pull away," said Krause. "It was a really good race course and it was marked well. The first loop was pretty fast but fun. You had to work the whole time."

Book rode a consistent third all the way around the 38-mile opening loop.

(Top) Ty Davis had already wrapped up his second consecutive AMA National Hare and Hound title, but that didn't stop him from ending the season with a dominating victory in Lucerne Valley. (Left) Kawasaki-mounted Paul Krause slides his KX500 en route to third overall in the National.

Fast-starter Brown found himself battling dust in fourth, and Abbott elbowed his way up to a respectable fifth.

"In the first loop, I didn't ride real well," said Abbott. "I just can't ride that fast stuff out here very well. The Kawasaki ran great - it worked awesome - but I just didn't want to go that fast. I just didn't feel comfortable, so I didn't do it. I didn't want to risk it."

Davis completed the loop in just under an hour and was only 12 seconds ahead of Krause when he hit pit row. There was a two-minute delay before third-placed Book appeared and another two minutes back to Brown, Abbott and Nick Pearson. Ondas dashed through the pits in seventh overall, ahead of Russ Pearson, Capt and 125cc-class leader Eric Hallgath. KX250-mounted racers Steve Hengeveld and Doug Chiapuzio came next, and Tim Staab cleared loop one in 13th.

"This is my first race on a two-stroke in about three years," said KX500-mounted Staab. "I've always had poor starts on my four-strokes, and I knew that these bikes get good bomb runs, so I just wanted to see how I could do on one of them. Actually, I got pinched off and had a really bad start, but the bike was awesome and it worked really good."

Casey Longman led the Four-Stroke Expert class in 14th overall at the first pit, ahead of Open Expert Ron Shuler and Vet Expert Dan Richardson, while Bryan Freeman, Shane Esposito, Donnie Morrison and Rick Daniel rounded out the top 20.

Esposito, who had already tied up the National title in the 125cc Expert class, had decided to celebrate by trading his YZ125 for a YZ400F.

"I just wanted to see what it felt like to run up at the top instead of being back there on a 125," said Esposito.

The 40-mile second loop provided a complete change of pace from loop one.

"The first loop was really fast and had a lot of whoops in it," said Nick Pearson. "Basically, it was just hang-on-and-go-as-fast-as-you-can, but in the second loop they had some tight rocks. The second loop was neat. It got into the hills and into some rocks and some goat trails and cow trails. It was a fun course."

Casey Longman described the course as one of the best he has ever ridden.

"The second loop had a real good variety of rocks, ditches, ledges, washes and things like that," he said. "It was real awesome."

And so was the racing.

"Going into the second loop, I knew I had one chance, and that was just to unplug and go as fast and hard as I could," said Krause.

Ditto for Abbott, who knew that getting second or third overall in the year-long series would be determined by how he did in that final 40 miles.

"I hammered down on that second loop," said Abbott. "I passed Book in the pits and we had a great race. We went back and forth, back and forth. We were hanging it out because we both wanted the number-two plate (in the series). Whoever beat the other was going to get the number-two plate, and we were riding hard."

Davis continued to lead as loop two headed out past Anderson Dry Lake. Krause was holding tight in second, Abbott and Book were neck and neck for third, and Brown was holding his own in fifth.

Chiapuzio's hopes of a stellar finish faded along with his rear brakes about 10 miles into the loop. Vet-class leader Richardson lost time stopping every few miles to kick a loose swingarm bolt back into place, and Hallgath's run at the head of the 125cc pack came to a sudden end when he caught his leg on a rock.

(Above left) Second place went to Destry Abbott, and the finish gave him second overall in the championship, behind Ty Davis.
(Above) Donnie Book was the man who was challenging Abbott for second in the series point standings, but he couldn't do any better than fourth on the day.

"I was on a little, mellow, third-gear trail," Hallgath explained. "We were squeezing between some rocks and I hit a rock that just pierced me right in the leg. I had to lie down for quite a while."

Positions were starting to turn over at the front of the pack, too. Nick Pearson caught Brown near the halfway point and knocked him back one spot, and Russ Pearson dodged past Ondas. Krause got passed by two of his competitors.

"I kind of undid myself a little bit," said Krause. "I rode too much like a throttle jockey and stuck myself on the ground a couple of times, and I had to slow down and let Abbott and Book pass me."

The Abbott-Book battle was the fiercest of the race. Book had the edge most of the way around the second loop, but he lost his slender advantage at a road crossing just three miles from the finish.

"I just didn't read a road crossing right and I hit it and stacked it up just going so fast," Book said. "I was out over the front end for so long and finally I just ate it. I couldn't believe it. I was going so fast, I was actually pretty happy I could get up and go so quick. I think the adrenaline was what got me up and got me going."

But his problems weren't over.

"I was still in third - I was even ahead of Krause once I got back up - but I didn't have any goggles left," he said. "I lost them in the crash and I just couldn't see, so what can you do?"

While Book squinted his way through the final section, Davis was crossing the finish. Despite losing the ribbon for a minute or two almost within sight of the finish line and making a wide loop off to one side of the course, the Yamaha racer was still five minutes ahead of the competition when it counted, and took the checkered flag at 11:25 a.m.

"I got the lead right after the bomb, and everything went great from there," said Davis. "The club did an awesome job of marking. I can't believe how well they did. I've never ridden a race marked this well before."

Abbott, who passed Krause five miles from the finish and bagged Book just three miles out, held on to cross the line in second - a finish that netted him number two in overall points.

"I got lucky and beat Book," Abbott said after finishing just inches ahead of Krause and half a minute in front of Book. "He was actually leading coming in and all of a sudden I saw him lying on the ground. The last two miles was just cross-grain and he reeled me back in. We were balls out the last two miles, but I made it. I was just riding consistent and it paid off, and the bike worked awesome with the Pro Circuit suspension and motor. I'm real happy."

Krause, who grabbed third when Book went down, chased hard all the way to the finish, but he couldn't quite get by Abbott to claim second.

"Right here in the rocks, I got up to Abbott and said, 'Oh, I've got to try again,' but I couldn't do it," said Krause, "but I had a good, clean ride - no big problems - and I thought it was a really good race course. The first loop was pretty fast but fun - you had to work the whole time, and we actually rode a lot of new trails I've never seen before in the second loop."

Krause was also impressed by this year's National Hare and Hound Series.

"This is probably one of the best years we've ever had for the series, because there were more winners and the racing has been much closer," he said. "I'd like to see a couple more races added. We need to figure out a way to get Oregon and Washington to step up to Nationals or something, so we can expand the series."

Fourth overall went to YZ250-mounted Book.

"I think I ended up third in the series, first 250 Expert, so I'm pretty happy with that," said Book. "If I wouldn't have done that little screw-up back there, it would've been better, but I survived. The course was really good for out here. It just kept you going all day long - really no time to rest. Just hammer down the whole time."

Brian Brown, who dashed home in fifth overall, described his National Hare and Hound Series as disappointing.

"It was a bad series for me this year," said Brown. "Just getting used to a 500 instead of a 250 takes a while. I probably finished fifth, sixth or seventh."

Nick Pearson brought his KTM 380 across the line in sixth, just ahead of KTM 250-mounted Russ Pearson.

"I think I finished about sixth in the series. I broke my foot early on, so I missed two races, but it's a good series and I can't wait until next year," said Pearson. "I'll get my bike to run a little bit better, come out and have some fun. Next year, hopefully, will be good for us."

Dave Ondas finished eighth overall aboard a KX500, just ahead of KX250 racer Steve Hengeveld, and Tim Staab rounded out the top 10. Casey Longman topped the Four-Stroke Experts in 11th overall. Doug Chiapuzio took 12th despite losing his rear brake 10 miles into loop two, and Jeff Capt had to settle for 13th after his KX500 mysteriously quit just a mile short of the finish.

Dan Richardson took Vet-class honors in 14th overall and topped the class for the series, as well. Joey Lanza brought his ATK 250 home in 15th, just ahead of Dana Van Stee, who took 125cc Expert honors. CN

Lucerne Valley
Lucerne Valley, California
Results: October 25, 1998

O/A: 1. Ty Davis (Yam); 2. Destry Abbott (Kaw); 3. Paul Krause (Kaw); 4. Donnie Book (Yam); 5. Brian Brown (Kaw); 6. Nick Pearson (KTM); 7. Russ Pearson (KTM); 8. Dave Ondas (Kaw); 9. Steve Hengeveld (Kaw); 10. Tim Staab (Kaw); 11. Casey Longman (Hon); 12. Doug Chiapuzio (Kaw); 13. Jeff Capt (Kaw); 14. Dan Richardson (Kaw); 15. Joey Lanza (ATK); 16. Dana Van Stee (Kaw); 17. Bryan Freeman (KTM); 18. Rick Daniel (Kaw); 19. Kevin Hasting (Yam); 20. Tommy Roberts (Kaw); 21. Clint Braun (KTM); 22. Donnie Morrison (Yam); 23. Chuck McBurney (Kaw); 24. Shane Esposito (Yam).

OPEN EX: 1. Ty Davis (Yam); 2. Destry Abbott (Kaw); 3. Paul Krause (Kaw).

250 EX: 1. Donnie Book (Yam:); 2. Russ Pearson (KTM); 3. Steve Hengeveld (Kaw).

125 EX: 1. Dana Van Stee (Kaw); 2. Clint Braun (KTM); 3. Eric Hallgath (KTM).

4-STRK EX: 1. Casey Longman (Hon); 2. Donnie Morrison (Yam); 3. Mike Koncur (Yam).

VET EX: 1. Dan Richardson (Kaw); 2. Rick Daniel (Kaw).

SR EX: 1. Kevin Hasting (Yam); 2. Steve Pitts (ATK); 3. Bill Maxim (Kaw).

And the winner is...

SBR Racing (22) leads Tapeworks Racing (4), Arclight Suzuki (2) and Circle V Racing (5) early in the four-hour WERA endurance race at Road Atlanta. SBR won the race and the championship.

By Cary Lurie
Photos by Andy Chadwell

BRASELTON, GA, OCT. 17

SBR/Semoff Bros. Racing captured the 1998 WERA National Endurance Series Championship with a come-from-behind victory in the four-hour final round, held at Road Atlanta. Taking the lead with just minutes left in the event, SBR's Glenn Szarek and Michael Barnes cruised to a 14-second lead over preseason favorite Arclight Suzuki. The championship is the first in the series for a Yamaha since 1988, and the first major championship for the new R1.

The stage was set for the showdown when Arclight Suzuki grabbed the overall in the ninth round at Texas World Speedway. SBR's third-place finish put the two teams in a virtual tie going into the final round. Whichever team prevailed at Road Atlanta would be crowned the champion.

Arclight Suzuki stuck to their seasonlong game plan by using Mark McDaniel, Joe Prussiano and Chris Hughes to pilot the Suzuki GSXR750 Heavyweight Superbike at Atlanta. SBR chose to bring in 1998 Formula USA Champion Michael Barnes of Dutchman Racing to join Glenn Szarek on the R1 Heavyweight Superbike machine, a change from the Heavyweight Superstock class.

"We didn't want to make too many changes," said SBR team owner Evan Semoff. "When we found out about our class points lead, we decided to make the change. We had the larger tank ready - it just needed painting. Then we just put on the slicks."

Arclight's McDaniel jumped to the early lead, followed by SBR's Szarek and Tapeworks' Harwell. 1-800-CROTCH ROCKET's Yamaha R1 and TKO's Suzuki GSXR750 rounded out the top five. Firestorm's Scott Brown got a mediocre start and dropped to seventh. Arclight stretched the lead and controlled the first hour.

Midway through the first hour, Josh Hayes of Kids: Don't Smoke! was forced to push the Suzuki GSXR600 up the hill from turn 11, and he coasted down to the pits. Charging from the back row up to the top 10, Hayes lost that advantage but saved valuable time by making it back to the pits.

"I don't know what happened," said an exhausted Hayes after his strenuous effort. "It spit, sputtered, and just quit. It's working now, but who knows?"

Ryan Landers rejoined the race when the machine restarted.

Fuel consumption became a factor as the first hour wore down. 1-800-CROTCH ROCKET, out of fuel, was brought in on the crash truck, and TKO's Brian Gibbs coasted into the pits.

"When the fuel light comes on, you've got to come in - it won't make two laps," Gibbs shouted to Luke Yarbrough as they made their pit stop and changed riders. Afterward, Gibbs added, "It ran out in turn seven on the far side of the track; I nursed it to the hill."

The first-hour results showed Arclight Suzuki leading SBR by 20 seconds with, Firestorm Racing charging back to third just 13 seconds ahead of the fourth-placed Tapeworks Racing machine.

Arclight Suzuki pitted at the start of the second hour. After a 32-second pit stop, Joe Prussiano rocketed out of the pits to try to regain the lead. Arclight usually changes tires and rider and also refuels in under 20 seconds, but a bobble while removing the chain from the rear wheel cost them the extra time and allowed SBR to take the lead.

One lap after Arclight pitted, Army of Darkness' Sam Fleming rammed the Fire Ball Racing Kawasaki ZX6R from behind and crashed. The bikes and debris littered the track in turn one, forcing a red flag. Cycle Speed Racing also went down.

"He just hit the brakes," Fleming said. "I didn't have anywhere to go. He stood it up and I hit him."

Unable to work on the machine during a red flag, Army of Darkness surveyed the damage to the Suzuki GSXR600 and waited impatiently for the restart. A second red flag was thrown on the first lap after the restart when another rider went down, blocking the track.

Arclight's Prussiano jumped to a quick lead after the second restart. Firestorm's Chris "Opie" Caylor skipped the warmup lap for the first restart to save the fuel and was caught in the pits for the second red flag. Firestorm rejoined the grid for the second restart. SBR's Szarek was forced to wait to pit. Szarek pitted on the first lap after the race resumed, handing the reins over to Barnes, who was brought in only for this race.

"Our main goal was to match Glenn's (Szarek) times," said Semoff. "Barnsey's the Formula USA Champion, so why not use him?"

Tapeworks Racing's Acree took advantage at the restart and grabbed second place from SBR. While Arclight kept the lead, Firestorm followed third-placed SBR by only five seconds.

Arclight's seasonlong strategy has been to take the early lead and leave everyone else to battle for second. SBR used the red flags and pit stops to keep Arclight in sight. The third-hour results showed Arclight's lead over SBR had remained at less than a lap, with Tapeworks holding third.

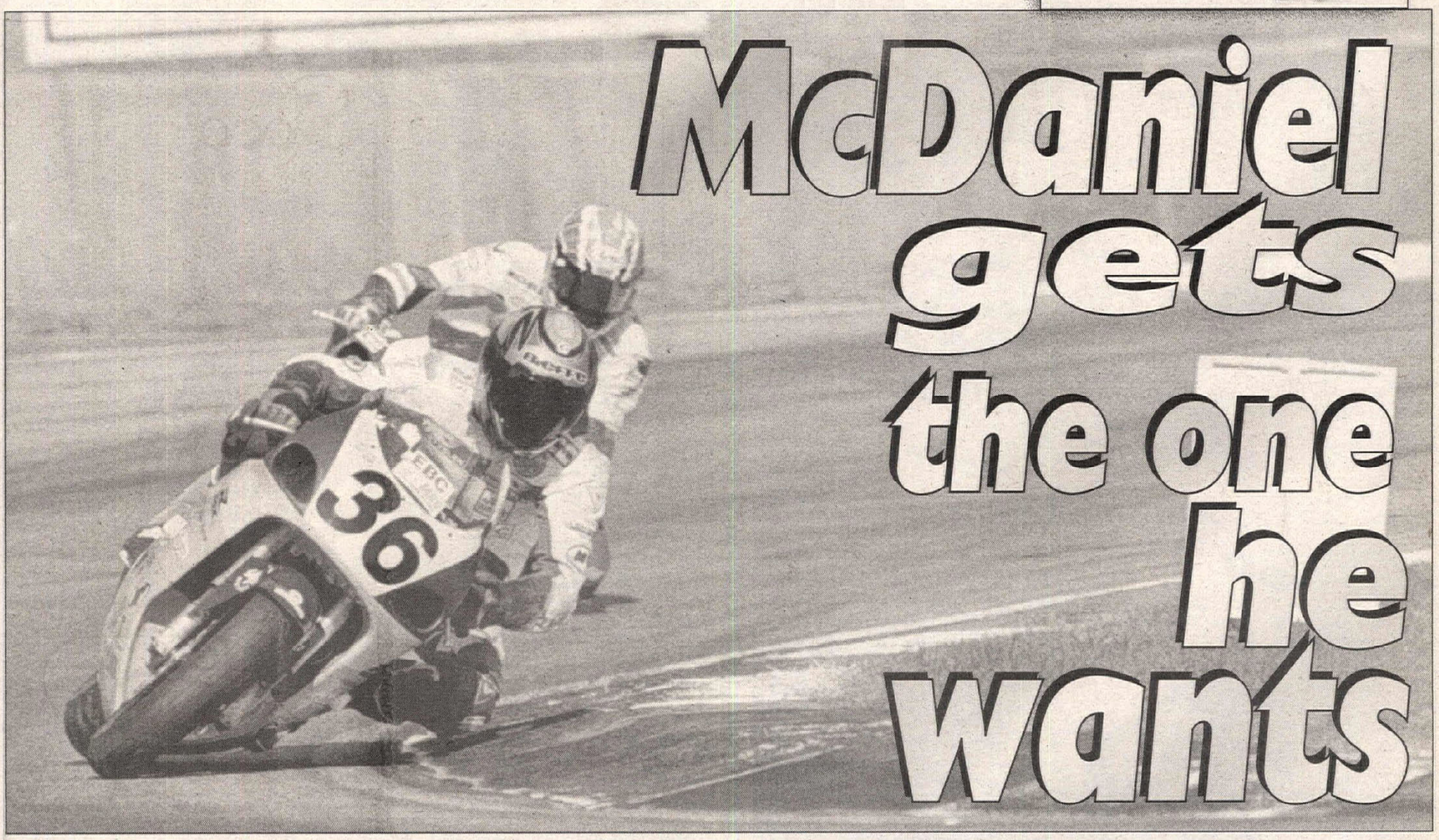
Ryan Landers of Kids: Don't Smoke! gave the fans a show in the esses of turn four during the final hour. Low-siding on top of the hill, Landers slid to the outside of the corner, jumped up and looked for his machine. Unable to locate the bike, Landers climbed onto the crash wall and still couldn't see the GSX-R600. Finally giving up and returning to the pits, Landers faced his team without the bike. The machine was later discovered, after dark, in a 45-foot ravine past a line of trees. Skipping over the wall, the Suzuki had sailed through the trees to disappear from sight. A tow truck was needed to retrieve the mostly undamaged machine the next day.

The final hour of the 1998 WERA National Endurance Series season saw a battle on the track and in the pits. SBR's Szarek and Barnes kept their R1 on the track longer than Arclight. The extra fuel capacity allowed SBR to stay out longer than they could before they changed the fuel tank. Arclight was forced to play catch-up in the closing minutes, but they fell short by mere seconds. Tapeworks Racing followed in third.

"It was nice to beat the big guy," Semoff said. "The whole thing about bringing in Michael Barnes started when Arclight ran two bikes at Putnam. They wanted to put another bike in between us to pad the points advantage. We felt we had to do something to fight back. We knew we wanted to do this before Texas, and it worked out." CN

Road Atlanta Motor Sports Center
Braselton, Georgia
Results: May 15-18

ENDURANCE O/A: 1. SBR/Semoff Bros. Racing (Yam); 2. Arclight Suzuki (Suz); 3. Tapeworks Racing (Suz); 4. Firestorm Racing (Suz); 5. Circle V Racing (Suz).



McDaniel gets the one he wants

By Cary Lurie
Photos by Andy Chadwell

BRASELTON, GA, OCT. 18

Road Atlanta's newly renovated 2.54-mile road course hosted round 10 of the WERA National Challenge Series as part of the WERA Grand National Finals, and several championships were yet to be decided. Arclight Suzuki's Mark McDaniel dominated the season with three individual WERA National Championships: the 1100cc Superstock Series, the GMD Computrack/Atlanta Formula One Series, and the Michelin 750cc Superstock Series. McDaniel then went out and finished the season with a victory in the final round of the Michelin 750cc Superstock Series.

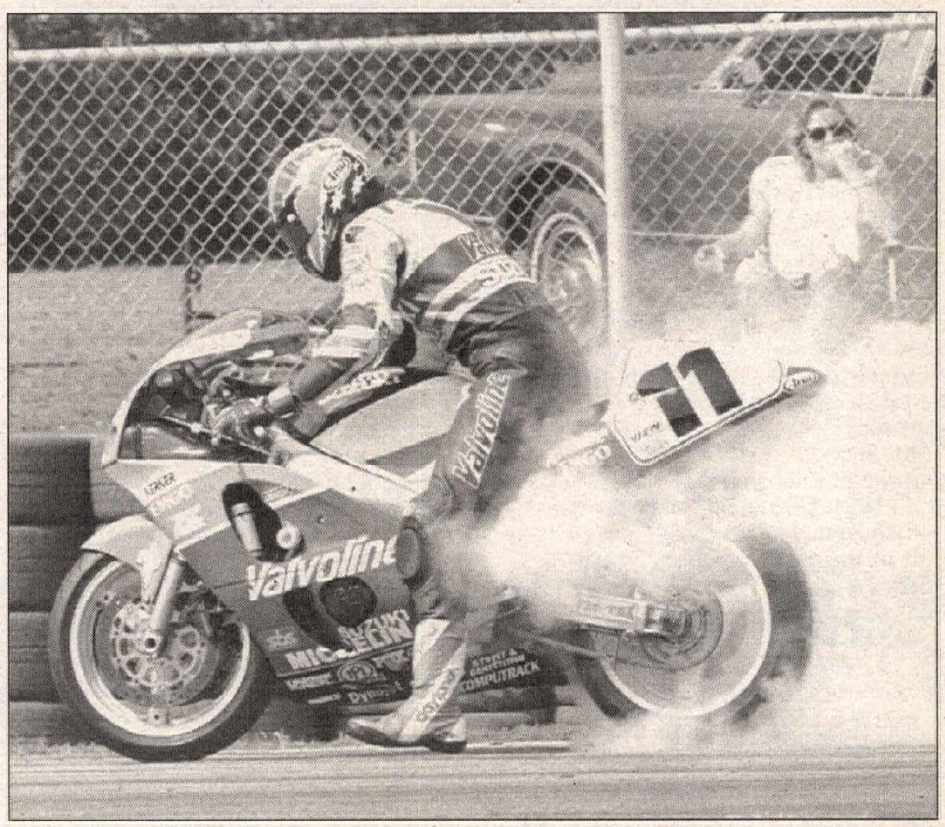
"The 750 Superstock is the one I wanted," McDaniel said. "It's the most important to me."

Still up for grabs was the Metzeler 600cc Superstock Series title. Gulfport, Mississippi's Josh Hayes, on his Valvoline Emgo Suzuki GSX-R600, carried a narrow lead into the final round over local racer Brian Lantz, riding his Kawasaki ZX6R. Jumping to the lead early, Hayes stretched his advantage over Vesrah Suzuki rider Mark Junge and Lantz. Texas rider Ty Howard crashed in turn five on the second lap, while fellow GSX-R600-mounted David Rose passed both Lantz and Junge for second place. Lantz and Junge battled for third, with several passes occurring on each lap.

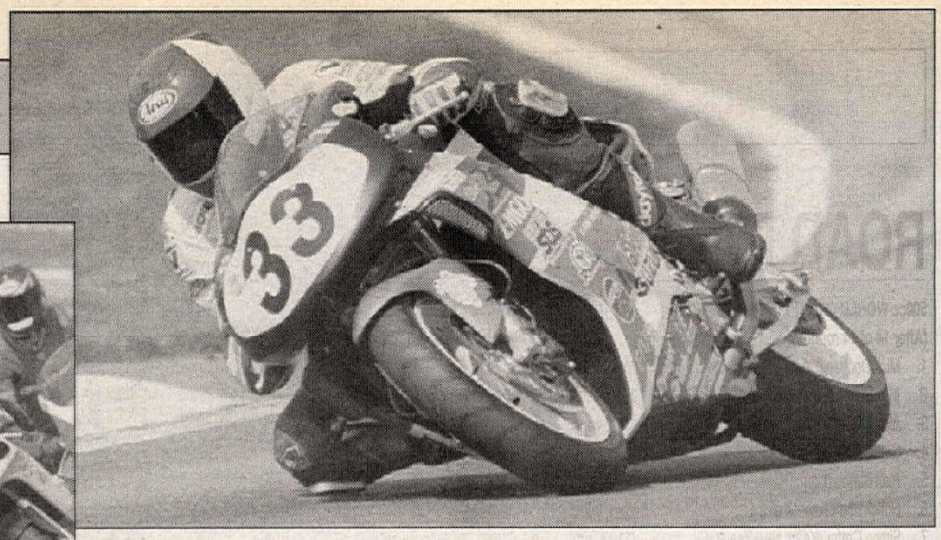
Meanwhile, Hayes continued to stretch out his lead over Rose. The battle for third heated up when 1-800-CROTCH ROCKET's Roger Lee Hayden ran down Lantz and Junge with two laps to go. On the final lap, the 15-year-old younger brother of Nicky and Tommy Hayden pushed his Suzuki GSX-R600 into the fray, forcing Lantz out wide in turn 10 and killing both riders' drives. Junge slipped past both of them and held on for third behind Rose. Hayes took the win and the Metzeler 600cc Superstock Series National Championship.

"This is great," Hayes said. "This was a dogfight all year with Brian (Lantz) and Mark (Junge). I really wanted this one."

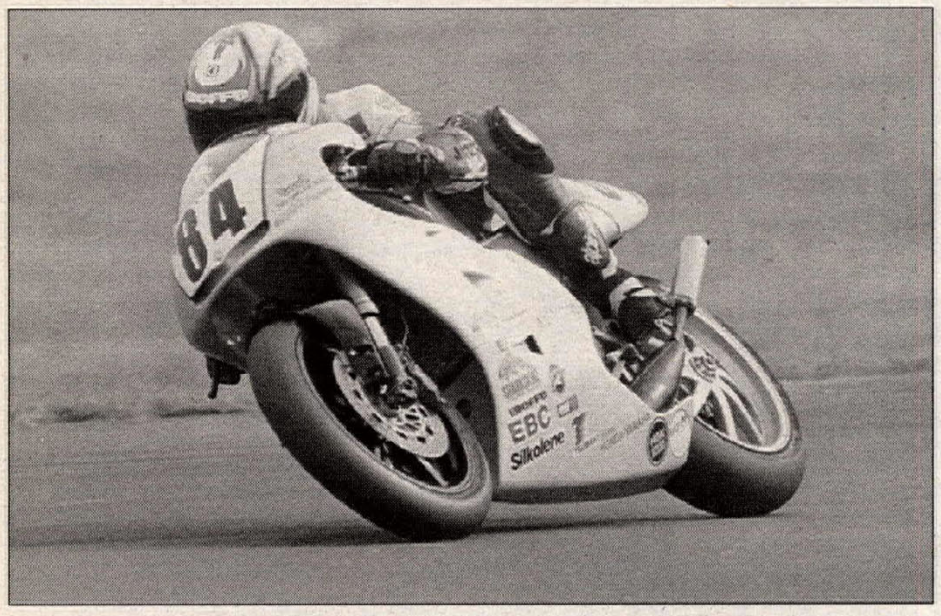
The WERA Formula Two Series also came to the final round without a crowned champion. North Carolina's Honda RS250-mounted Lee Acree flew the banner for the two-strokes while battling the four-stroke Kawasaki ZX6R of Lantz. Acree quickly established the



(Top) Mark McDaniel (36) wanted to win the 750cc Superstock final at Road Atlanta and he did just that.
(Right) Josh Hayes celebrates a successful weekend of racing. Hayes won three races and factored into several others.
(Below) Roger Lee Hayden (69) leads Hayes (11), Owen Weichel (8) and Kenneth Snyder in the Suzuki Cup 600cc final.



(Left) Hayes (11), Hayden, Weichel (8) and the rest of the pack race through the esses at Road Atlanta.
(Above) Tray Batey ran with Hayes in the 1100cc Suzuki final until he crashed out of the race.
(Below left) Lee Acree won the Formula Two Expert final on his Honda RS250.



lead from the beginning of the race. Stretching a nearly eight-second advantage over fellow RS250-mounted Ryan Landers, Acree cruised to the win and the championship.

The 1998 125cc Grand Prix Series proved to be the Michael Himmelsbach Show. With nine victories in 10 races, Himmelsbach decisively defended his 1997 125cc Grand Prix National Championship.

Meanwhile, TKO Racing's Luke Yarbrough dominated the newest class of the WERA National Challenge Series: the Heavyweight Twins Expert Series. Acquiring a new Suzuki TL1000R at midseason, Yarbrough ran off a string of five successive victories, including one in the final round - despite suffering a broken foot in the earlier endurance race.

The 13th annual Suzuki Cup Finals provided the fireworks for WERA Grand National Finals at Road Atlanta. The tradition continued, with Suzuki pitting the top Suzuki racers in the United States and Canada in head-to-head competition. New to this season, Suzuki regulated the horsepower and weight of each class to level the playing field. Dynojet was on hand to test for horsepower at the postrace tech inspection.

Valvoline Emgo Suzuki's Hayes defended his 1997 title by winning the 1998 1100cc Suzuki Cup Final Championship, and added the 600cc Suzuki Cup Final Championship. With a second-place finish to Jamie Bowman in the 750cc Suzuki Cup Final, Hayes earned the lion's share of the purse by grabbing $13,000 in Suzuki Cup prize money.

Saturday's Suzuki Cup heat races were used to determine the grids for Sunday's finals. The 1100cc Suzuki Cup heat and final pitted teammates Hayes and Tray Batey against each other on two distinctly different machines: Hayes' GSX-R1100 vs. Batey's TL1000R. Hayes secured the pole for Sunday's final by edging Batey to the line. Vesrah Suzuki's TL1000R-mounted Mark Junge finished third.

Sunday's 1100 Suzuki Cup final saw the battle resume between Hayes and Batey. Hayes forced Batey to use the TL's quicker handling to try to offset the GSX-R's faster top speed. Batey dogged Hayes for the first half of the race before making a pass for the lead. Hayes, though, quickly drafted by on Road Atlanta's long back straightaway. On lap eight, in turn one, Hayes' rear tire broke loose on the exit, opening a hole for Batey. The rider from Gallatin, Tennessee, quickly slipped past Hayes, but just as quickly he lost the rear in turn three. Unable to recover, Batey crashed. Hayes cruised to the victory over Junge by more than seven seconds. Hoisting the $5000 check overhead, a jubilant Hayes thanked Batey for a great race.

"My goal is always to beat Tray," said Hayes. "He's always the man to beat out here. I'm glad that he's all right."

Hayes also dominated the 600cc Suzuki Cup heat race, beating David Rose, Roger Lee Hayden and Mike Ciccotto to the line by four seconds. Rose's GSX-R600 was later found to be over the 95-horsepower limit, and he was relegated to the back row for Sunday's final.

Hayden grabbed the holeshot in the restarted 600cc Suzuki Cup final, followed closely by Hayes. Canada's Owen Weichel held third. Hayes quickly passed Hayden and attempted to pull a disappearing act.

Hayden and Weichel battled back and forth until Weichel pitched his GSX-R600 to the pavement in turn seven. Hayden put it on cruise control but was run down by Valvoline Emgo's Grant Lopez. Seesawing for the last three laps, Lopez seemed to be in control heading into the last lap. Only Hayden's last-ditch efforts saved the runner-up spot. Lopez finished third. Hayes won by nearly seven seconds.

The 750cc Suzuki Cup final proved to be the hardest-fought contest. Only Bowman was able to beat the Hayes Express. When Saturday's heat-race winner, Mark McDaniel, crashed in turn 10 on the third lap, Bowman was the only rider left who had a chance to best Hayes. Catching Hayes at the midway point, Bowman grabbed the lead, only to lose it again. Hayes blew his drive coming out of turn five on the ninth lap, and Bowman capitalized on the error. Taking the lead and holding on to the finish, Bowman broke Hayes' attempt to become only the second rider to sweep the Suzuki Cup Finals. While in the winner's circle, Hayes' father, Kurt, pointed out to Hayes that his lower fairing was missing. Astonished, Hayes replied: "I didn't even know it was gone. I thought Jamie bumped me drafting on the back straight." CN

Jamie Bowman (193) won the Suzuki Cup 750cc final, topping Hayes. Here he leads Brian Gibbs (55) and the rest of the pack through the famous Road Atlanta esses. Grant Lopez (196) finished third in the race.

Road Atlanta Motor Sports Center
Braselton, Georgia
Results: May 15-18, 1998

1100 S/STK: 1. Billy Eisenacher (Yam); 2. Josh Hayes (Suz); 3. Richard Pacella (Suz); 4. Mark Junge (Suz); 5. Tim Bemisderfer (Suz).

600 S/STK: 1. Josh Hayes (Suz); 2. David Rose (Suz); 3. Mark Junge (Suz); 4. Roger Lee Hayden (Suz); 5. Kenneth Snyder (Suz).

750 S/STK: 1. Mark McDaniel (Suz); 2. Josh Hayes (Suz); 3. Mark Junge (Suz); 4. Shannon Ball (Suz); 5. Shane Clarke (Suz).

1100 SUZ CUP: 1. Josh Hayes (Suz); 2. Mark Junge (Suz); 3. James Randolph (Suz); 4. Mike deBrabant (Suz); 5. Luke Yarbrough (Suz).

600 PROD: 1. Charles Gainey Jr. (Hon); 2. Scott Gardner (Kaw); 3. Brian Honeycutt (Hon); 4. Brian Watkins (Hon); 5. Frederick Farzanegan (Hon).

600 SUZ CUP: 1. Josh Hayes (Suz); 2. Roger Lee Hayden (Suz); 3. Grant Lopez (Suz); 4. David Rose (Suz); 5. Kenneth Snyder (Suz).

750 PROD: 1. Mark Edwards (Suz); 2. Dale Love (Suz); 3. Travis King (Suz); 4. Brian Honeycutt (Hon); 5. Brian Watkins (Hon).

125 GP: 1. Michael Himmelsbach (Hon); 2. Ben Spies (Hon); 3. Jason DiSalvo (Hon); 4. John Hjelm (Hon); 5. Scott Martin (Hon).

600 S/BK: 1. Jep Palmour (Kaw); 2. Rich Conicelli (Hon); 3. Colin Crichton (Hon); 4. Mike Mashewske (Kaw); 5. Jonathan Bowman (Hon).

750 SUZ CUP: 1. Jamie Bowman (Suz); 2. Josh Hayes (Suz); 3. Grant Lopez (Suz); 4. Shannon Ball (Suz); 5. John Haner (Suz).

H/W TW EX: 1. Luke Yarbrough (Suz); 2. Stewart Roberts (Hon); 3. Avery Clark (Kaw).

H/W TW NV: 1. Steve Baxter (Suz); 2. Cary Lurie (Suz); 3. Mike Kinzer (Suz); 4. Bryon Dumas (Duc); 5. Edward Vigluicci (Duc).

F-2: 1. Lee Acree (Hon); 2. Ryan Landers (Hon); 3. Brian Lantz (Kaw); 4. Ben Spies (Yam); 5. William Himmelsbach (Yam).

F-1: 1. Grant Lopez (Suz); 2. Joe Prussiano III (Suz); 3. Lee Acree (Hon); 4. Mark McDaniel (Suz); 5. Richard Pacella (Suz).

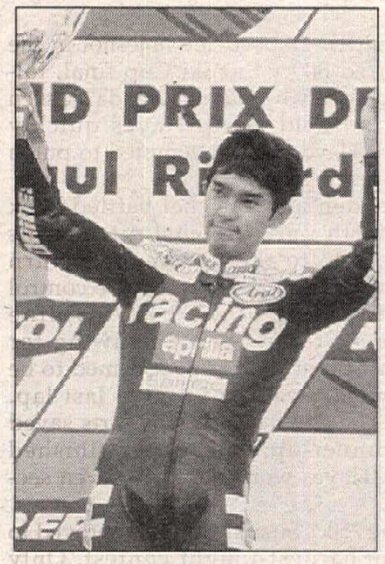
1998 Championship Point Standings

LEADERBOARD

ROAD RACING

500cc WORLD CHAMPIONSHIP SERIES
(After 14 of 14 rounds):

1. Mick Doohan (Hon), Australia (260/8 wins)
2. Max Biaggi (Hon), Italy (208/2 wins)
3. Alex Criville (Hon), Spain (198/2 wins)
4. Carlos Checa (Hon), Spain (139/1 win)
5. Alex Barros (Hon), Brazil (138)
6. Norick Abe (Yam), Japan (128)
7. Simon Crafar (Yam), New Zealand (119/1 win)
8. Tadayuki Okada (Hon), Japan (106)
9. Nobuatsu Aoki (Suz), Japan (101)
10. Regis Laconi (Yam), France (86)



TETSUYA HARADA

250cc WORLD CHAMPIONSHIP SERIES
(After 14 of 14 rounds):

1. Loris Capirossi (Apr), Italy (204/2 wins)
2. Valentino Rossi (Apr), Italy (201/4 wins)
3. Tetsuya Harada (Apr), Japan (200/5 wins)
4. Tohru Ukawa (Hon), Japan (148)
5. Olivier Jacque (Hon), France (116)
6. Haruchika Aoki (Hon), Japan (112)
7. Stefano Perugini (Hon), Italy (102)
8. Takeshi Tsujimura (Yam), Japan (92)
9. Jeremy McWilliams (Hon), England (88)
10. Luis d'Antin (Yam), Spain (74)

125cc WORLD CHAMPIONSHIP SERIES
(After 14 of 14 rounds):

1. Kazuto Sakata (Apr), Japan (229/4 wins)
2. Tomomi Manako (Hon), Japan (217/5 wins)
3. Marco Melandri (Hon), Italy (202/2 wins)
4. Masao Azuma (Hon), Japan (135/1 win)
5. Lucio Cecchinello (Hon), Italy (130/1 win)
6. Mirko Giansanti (Hon), Italy (113)
7. Masaki Tokudome (Apr), Japan (97)
8. Gianluigi Scalvini (Hon), Italy (89)
9. Roberto Locatelli (Hon), Italy (87)
10. Frederic Petit (Hon), France (78)

WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 12 of 12 rounds):

1. Carl Fogarty (Duc), England (351.5/3 wins)
2. Aaron Slight (Hon), New Zealand (347/4 wins)
3. Troy Corser (Duc), Australia (328.5/2 wins)
4. Pier-Francesco Chili (Duc), Italy (293.5/5 wins)
5. Colin Edwards II (Hon), Conroe, TX (279.5/3 wins)
6. Noriyuki Haga (Yam), Japan (258/5 wins)
7. Akira Yanagawa (Kaw), Japan (210)
8. Jamie Whitham (Suz), England (173)
9. Peter Goddard (Suz), Australia (155)
10. Scott Russell (Yam), Alpharetta, GA (130.5)

AMA/MBNA SUPERBIKE NATIONAL C'SHIP SERIES
(After 13 of 13 rounds):

1. Ben Bostrom (Hon), Granada Hills, CA (355)
2. Doug Chandler (Kaw), Salinas, CA (342)
3. Mat Mladin (Suz), Australia (330/1 win)
4. Richard Oliver (Yam), Fresno, CA (285)
5. Aaron Yates (Suz), Milledgeville, GA (266/2 wins)
6. Tom Kipp (Duc), Chardon, OH (256)
7. Steve Crevier (Suz), Canada (255)
8. Jamie Hacking (Yam), Spartanburg, SC (251)
9. Anthony Gobert (Duc), Australia (249/3 wins)
10. Miguel DuHamel (Hon), Canada (236/4 wins)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 13 of 13 rounds):

1. Steve Crevier (Suz), Canada (366/1 win)
2. Doug Chandler (Kaw), Salinas, CA (353/6 wins)
3. Eric Bostrom (Hon), Granada Hills, CA (337)
4. Nicky Hayden (Suz), Owensboro, KY (314/1 win)
5. Ben Bostrom (Hon), Granada Hills, CA (307/1 win)
6. Jason Pridmore (Suz), Ventura, CA (284)
7. Tommy Hayden (Kaw), Owensboro, KY (277)
8. Larry Pegram (Suz), Baltimore, OH (275/1 win)
9. Steve Rapp (Suz), Lafayette, CA (273)
10. Aaron Yates (Suz), Milledgeville, GA (233/2 wins)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 12 of 12 rounds):

1. Richard Alexander Jr. (Suz), Carmel, NY (338/1 win)
2. Steve Rapp (Suz), Lafayette, CA (327/2 wins)
3. Mario DuHamel (Suz), Canada (288)
4. Nicky Hayden (Suz), Owensboro, KY (271/4 wins)
5. James Randolph (Suz), Santa Rosa, CA (270)
6. Jimmy Moore (Suz), Eugene, OR (238)
7. Paul Harrell (Suz), Canyon Country, CA (228)
8. Jason Pridmore (Suz), Ventura, CA (223/4 wins)
9. John Jacobi (Suz), Bloomington, IN (202)
   Jake Zemke (Suz), Paso Robles, CA (202)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 12 of 12 rounds):

1. Roland Sands (Yam), Long Beach, CA (394/5 wins)
2. Kurtis Roberts (Hon), Turlock, CA (358/3 win)
3. Chuck Sorensen (Yam), Discovery Bay, CA (347/3 wins)
4. Randy Renfrow (Hon), Fredericksburg, VA (263)
5. Geep Terranova (Yam), San Jose, CA (241)
6. Greg Esser (Yam), Pompano Beach, FL (235)
7. Jeffrey Vos (Hon), Holland, MI (224)
8. Takahito Mori (Hon), Japan (219/1 win)
9. Bobby Keith (Hon), Redwood City, CA (212)
   Mark Foster (Yam), San Juan Capistrano, CA (212)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES
(After 12 of 12 rounds):

1. Paul Harrell (Tri), Canyon Country, CA (372/2 wins)
2. Shawn Higbee (Bue), Waterford, WI (363/3 wins)
3. Curtis Adams (Tri), Whittier, CA (317/6 wins)
4. Michael Gage (Tri), Baldwin Place, NY (272)
5. James Lickwar (Tri), San Francisco, CA (223)
6. Shawn Conrad (Tri), Sheboygan Falls, WI (221)
7. David Hull (Duc), Mesa, AZ (201)
8. Robert Gonzales (Duc), Tucson, AZ (194)
9. Mark Miller (Bue), Long Beach, CA (122)
10. Paul Orlandi (Duc), Grass Valley, CA (120)

AMA/PIRELLI FORMULA XTREME SERIES
(After 11 of 11 rounds):

1. Eric Bostrom (Hon), Granada Hills, CA (363/9 wins)
2. Tripp Nobles III (Hon), Macon, GA (304/1 win)
3. Mark Miller (Yam), Long Beach, CA (293/1 win)
4. Dean Mizdal (Suz), Huntington Beach, CA (237)
5. Michael Taylor (Kaw), Canada (228)
6. Mario DuHamel (Suz), Canada (194)
7. Chris Voelker (Hon), Bradley, CA (161)
8. Curtis Adams (Yam), Whittier, CA (152)
9 Tray Batey (Suz), Gallatin, TN (142)
10. Mike Voelker (Hon), Bradley, CA (122)

MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES
(After 12 of 12 rounds):

1. Joel Smets (Hbg), Belgium (404/6 wins)
2. Darryll King (Hus), New Zealand (330/1 win)
3. Peter Johansson (Yam), Sweden (250)
4. Bernd Eckenbach (Hus), Germany (231/1 win)
5. Andrea Bartolini (Yam), Italy (225/3 wins)
6. Gert-Jan Van Doorn (Hon), Netherlands (211)
7. Rob Herring (Hon), England (199)
8. Shayne King (KTM), New Zealand (173)
9. Erwin Machtlinger (Hon), Germany (161)
10. Johan Boonen (KTM), Belgium (127)

250cc WORLD CHAMPIONSHIP SERIES
(After 16 of 16 rounds):

1. Sebastien Tortelli (Kaw), France (563/7 wins)
2. Stefan Everts (Hon), Belgium (555/8 wins)
3. Pit Beirer (Hon), Germany (402/1 win)
4. Frederic Bolley (Hon), France (379)
5. Marnicq Bervoets (Suz), Belgium (288)
6. Tallon Vohland (Yam), Sacramento, CA (275)
7. Jocke Karlsson (Hon), Sweden (245)
8. Mickael Maschio (Yam), France (213)
9. Leon Giesbers (KTM), Holland (174)
10. Paul Cooper (Hon), England (135)

EZRA LUSK

125cc WORLD CHAMPIONSHIP SERIES
(After 11 of 11 rounds):

1. Alessio Chiodi (Hus), Italy (345/6 wins)
2. David Vuillemin (Yam), France (310/4 wins)
3. Alessandro Puzar (TM), Italy (246/1 win)
4. Claudio Federici (Yam), Italy (217)
5. Luigi Seguy (Hon), France (146)
6. Brian Jorgensen (Suz), Denmark (144)
7. Carl Nunn (Yam), England (141)
8. Alessandro Belometti (Yam), Italy (126)
9. James Dobb (Hon), England (124)
10. Philippe Dupasquier (TM), France (123)

AMA/MAZDA 250cc NATIONAL C'SHIP MX SERIES
(After 12 of 12 rounds):

1. Doug Henry (Yam), Oxford, CT (493/5 wins)
2. Greg Albertyn (Suz), South Africa (430)
3. Mike LaRocco (Hon), South Bend, IN (390)
4. Mickael Pichon (Suz), France (384/1 win)
5. Jeff Emig (Kaw), Riverside, CA (353/4)
6. Ezra Lusk (Hon), Bainbridge, GA (329/1 win)
   Larry Ward (Suz), Florence, SC (329)
8. Kevin Windham (Yam), Baton Rouge, LA (243)
9. Jean-Sebastien Roy (Kaw), Canada (181)
10. Ryan Hughes (Kaw), Temecula, CA (174)

AMA/MAZDA 125cc NATIONAL C'SHIP MX SERIES
(After 12 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (525/8 wins)
2. John Dowd (Yam), Chicopee, MA (477/2 wins)
3. Casey Johnson (Kaw), Murrieta, CA (407)
4. Robbie Reynard (Suz), Norman, OK (371/1 win)
5. Mike Brown (Hon), Piney Flats, TN (356)
6. Jimmy Button (Yam), Scottsdale, AZ (329)
7. Stephane Roncada (Hon), France (246)
8. Tim Ferry (Yam), Largo, FL (244)
9. Nicholas Wey (Kaw), Dewitt, MI (238)
10. Nathan Ramsey (Kaw), Hixon, TN (204)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 16 of 16 rounds):

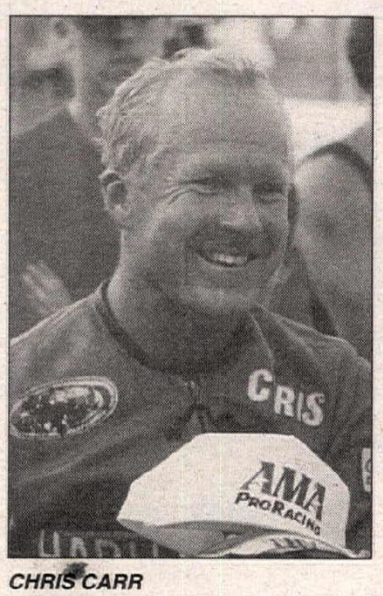
1. Jeremy McGrath (Yam), Canyon Lake, CA (322/7 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (271/4 wins)
3. Larry Ward (Suz), Florence, SC (240/1 win)
4. Kevin Windham (Yam), Baton Rouge, LA (238/2 wins)
5. Mike LaRocco (Hon), South Bend, IN (230)
6. Mickael Pichon (Suz), France (216)
7. Doug Henry (Yam), Oxford, CT (213)
8. Jimmy Button (Yam), Scottsdale, AZ (175)
9. Mike Craig (Hon), Lakeside, CA (174)
10. Ryan Hughes (Kaw), Temecula, CA (159)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (200/8 wins)
2. Robbie Reynard (Suz), Norman, OK (143)
3. Brock Sellards (Hon), New Philadelphia, OH (133)
4. Casey Lytle (Hon), Santa Clarita, CA (114)
5. Shae Bentley (Kaw), Ellenwood, GA (86)
6. Tony Lorusso (Suz), East Hartford, CT (78)
7. James Povolny Jr. (KTM), Mendota Heights, MN (70)
8. Jim Neese (KTM), Greensboro, NC (69)
9. Robbie Skaggs (Yam), Lawrence, KS (66)
10. Corey Keeney (Yam), Oakdale, MN (63)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds):

1. John Dowd (Yam), Chicopee, MA (159/3 wins)
2. David Vuillemin (Yam), France (147/3 wins)
3. Stephane Roncada (Hon), France (145/1 win)
4. Nathan Ramsey (Kaw), Hixon, TX (111)
5. David Pingree (Hon), Menifee, CA (93)
6. Greg Schnell (Yam), Rancho Cucamonga, CA (84)
7. Michael Brandes (Suz), Quail Valley, CA (72)
   Jason McCormick (Hon), Vancouver, WA (72)
9. Travis Preston (Suz), Hesperia, CA (68)
10. Jeff Willoh (Suz), Glendale, CA (67)



CHRIS CARR

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 19 of 19 rounds):

1. Scott Parker (H-D), Swartz Creek, MI (296/7 wins)
2. Chris Carr (H-D), Fleetwood, PA (294/3 wins)
3. Rich King (Hon), Dysart, IA (282/2 wins)
4. Will Davis (H-D), Goldsboro, NC (260/4 wins)
5. Steve Morehead (H-D), Findlay, OH (182/1 win)
6. Kevin Varnes (H-D), Pottstown, PA (164)
7. Joe Kopp (H-D), Mica, WA (161)
8. Jay Springsteen (H-D), Lapeer, MI (154)
9. Bryan Bigelow (H-D), Au Gres, MI (140)
10. Dan Butler (H-D), Waterford, MI (129)

H-D SPORTSTER PERFORMANCE SERIES
(After 13 of 13 rounds):

1. Jess Roeder, Monroeville, OH (210/5 wins)
2. Shaun Russell, San Jose, CA (178/1 win)
3. Gary Rogers, San Jose, CA (166)
4. Scott Stump, Langhorne, PA (142)
5. Brian Kromroy, Madison, WI (125)
6. Billy Martin, Stockton, CA (119)
7. Mike Hacker, Prince George, WA (99/2 wins)
8. Davey Camlin, Rock Island, IL (91/2 wins)
   Willie McCoy, Richardson, TX (91)
10. Tim Eades, Petersburg, VA (76)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 6 of 7 rounds):

1. Ty Davis (Yam), Hesperia, CA (128/2 wins)
2. Destry Abbott (Kaw), Peoria, AZ (102/1 win)
3. Donnie Book (Yam), Gypsum, CO (87/1 win)
4. Dave Ondas (Kaw), Trabuco Canyon, CA (82)
5. Brian Brown (Kaw), Nampa, ID (73/1 win)
6. Nick Pearson (KTM), Pioche, NV (71)
7. Russell Pearson (KTM), Pioche, NV (66)
8. Steve Hengeveld (Kaw), Oak Hills, CA (63)
9. Paul Krause (Kaw), Irvine, CA (59)
10. Oakley Lehman (Kaw), Sunland, CA (54)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 8 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (188/5 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA (157/1 win)
3. Patrick Garrahan (KTM), Boulder Creek, CA (121)
4. Mike Lafferty (KTM), Millville, NJ (95)
5. Fred Andrews (Kaw), Salem, OH (55/1 win)
   Rodney Smith (Suz), Oakley, CA (55)
   Blair Bersano (Kaw), Pinconning, MI (55)
8. Randy Hawkins (Yam), Travelers Rest, SC (43)
9. Scott Summers (Hon), Petersburg, KY (42)
10. Josh McLevy (Hon), Fairfield, CT (40)

SCOTT SUMMERS

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 12 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (177/6 wins)
2. Steve Hatch (Suz), Ithaca, NY (167/2 wins)
   Fred Andrews (Kaw), Salem, OH (167/2 wins)
4. Scott Summers (Hon), Petersburg, KY (148/2 wins)
5. Barry Hawk Jr. (Yam), Uniontown, PA (128)
6. Jim Jarrett (Kaw), Minerva, OH (122)
7. Paul Edmondson (Suz), Corona, CA (119)
8. Randy Hawkins (Yam), Travelers Rest, SC (118)
9. Mike Lafferty (KTM), Millville, NJ (89)
10. Josh McLevy (Hon), Fairfield, CT (87)

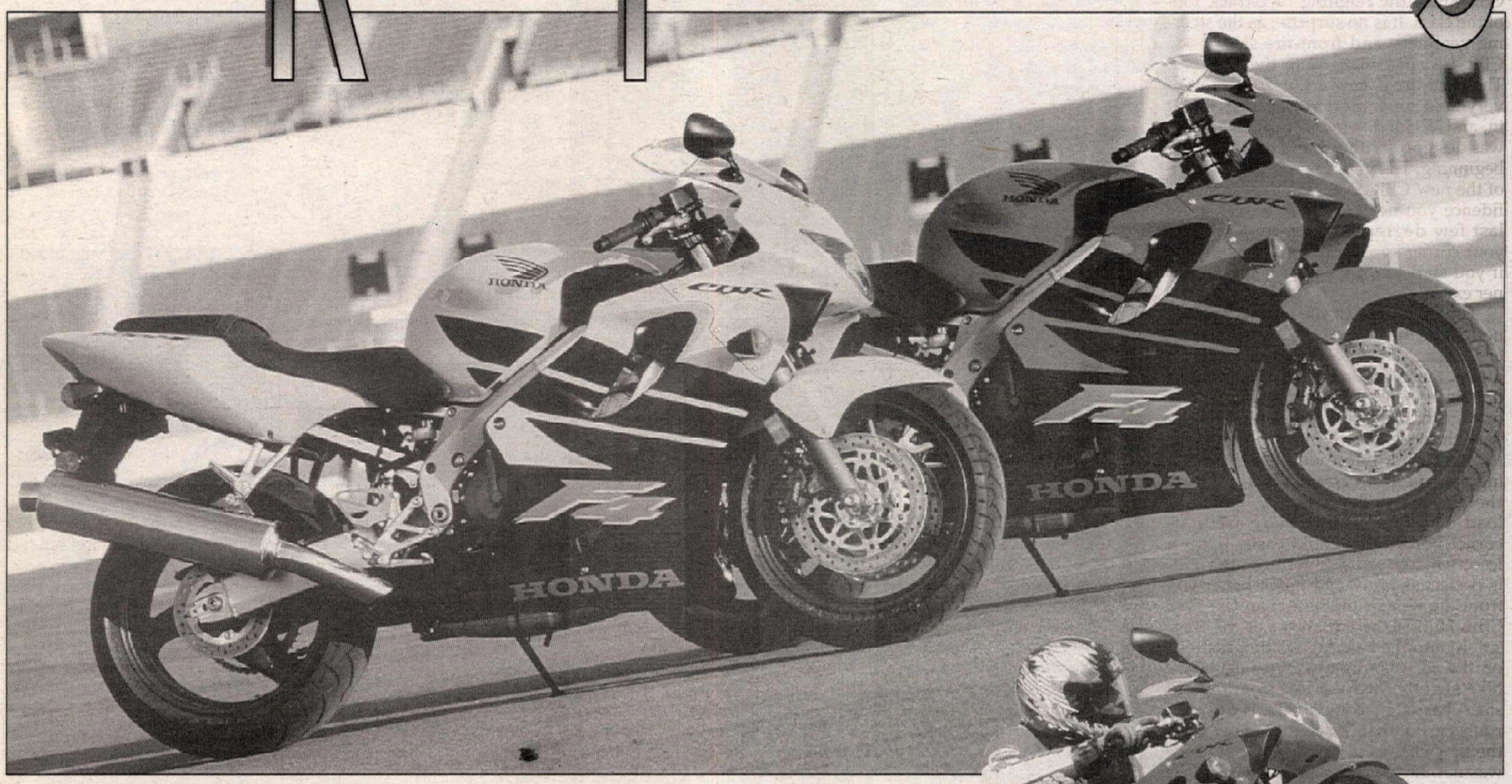
AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 10 of 10 rounds):

1. Michael Lafferty (KTM), Millville, NJ (230/6 wins)
2. Doug Blackwell (Yam), Parkersburg, WV (130/1 win)
3. Patrick Garrahan (KTM), Boulder Creek, CO (123)
4. Randy Hawkins (Yam), Travelers Rest, SC (117/1 win)
5. Matt Stavish (Hon), Blaine, MN (117)
6. Ty Davis (Yam), Hesperia, CA (81/2 wins)
7. Jason Dahners (Hbg), Redmond, WA (70)
8. Destry Abbott (Kaw), Peoria, Arizona (54)
9 Fred Hoess (Suz), Stanhope, NJ (50)
10. Russell Pearson (KTM), Pioche, NV (46)

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES
(After 11 of 11 rounds):

1. Geoff Aaron (Bet), Alpine, CA (276/6 wins)
2. Ryon Bell (Mon), Canada (239/1 win)
3. Raymond Peters (G-G), Beaver Dams, NY (228/1 win)
4. Jess Kempkes (G-G), Lincoln, NE (162/3 wins)
5. Matt Moore (Mon), Sapulpa, OK (148)
6. Chris Bardell (G-G), Millerstown, PA (129)
7. Travis Fox (G-G), Montoursville, PA (127)
8. Brian Capper (G-G), Ansonia, CT (126)
9. Michael Bryant (Bet), Burlington, CT (121)
10. Dennis Sweeten (Mon), Oregon City, OR (59)

An R in F's clothing



By Mark Hoyer
Photos by Kevin Wing

Every manufacturer acknowledges the significance of the 600cc class. They do this by racing. They do this by frequently escalating the specifications and capability of the bikes they produce, ever sharpening the focus of their premier middleweight sportbikes. They do this by somehow keeping the prices from spiraling out of control, despite the escalating specs.

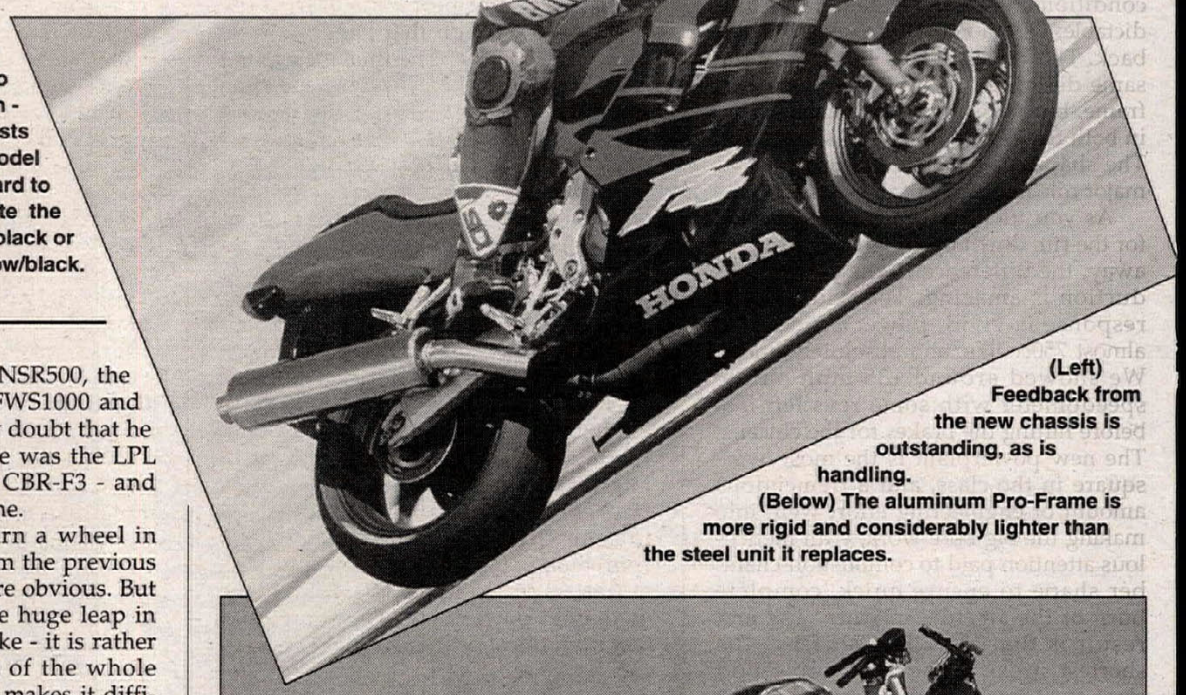
But if racing and winning championships is so important, then the natural question to Mr. Horiike, Large Project Leader for the completely redesigned CBR600F4, is: Why didn't Honda make a CBR600RR?

"The CBR600 has a long history," Horiike-san said at the recent Las Vegas Motor Speedway press introduction. "Many customers like and buy the 600F, because it can do the street, winding country roads - even with a passenger, it is very comfortable. But the 600F can also race. It is a wide range, and it is difficult to make a widely capable bike."

And while it is true that the bike retains its "F" moniker - denoting that it is, above all else, a street bike, and to be marketed as such - there is quite a lot about it that screams "R." There is the twin-spar aluminum "Pro-Frame." There is the ultra-short-stroke, high-output in-line four-cylinder engine. There are the four-piston front brakes. There is the significantly reduced dry weight. And if you have any doubt that Horiike-san can build a race bike, you should know he worked on the NSR500, the oval-piston NR500, the FWS1000 and the RC45. If you have any doubt that he can build a street bike, he was the LPL for the VFR800 and the CBR-F3 - and now the F4. *That's* a resume.

The first time you turn a wheel in anger, the differences from the previous version of the CBR600F are obvious. But because there is no single huge leap in the performance of the bike - it is rather a methodical escalation of the whole capability of the CBR - it makes it difficult to know where to start.

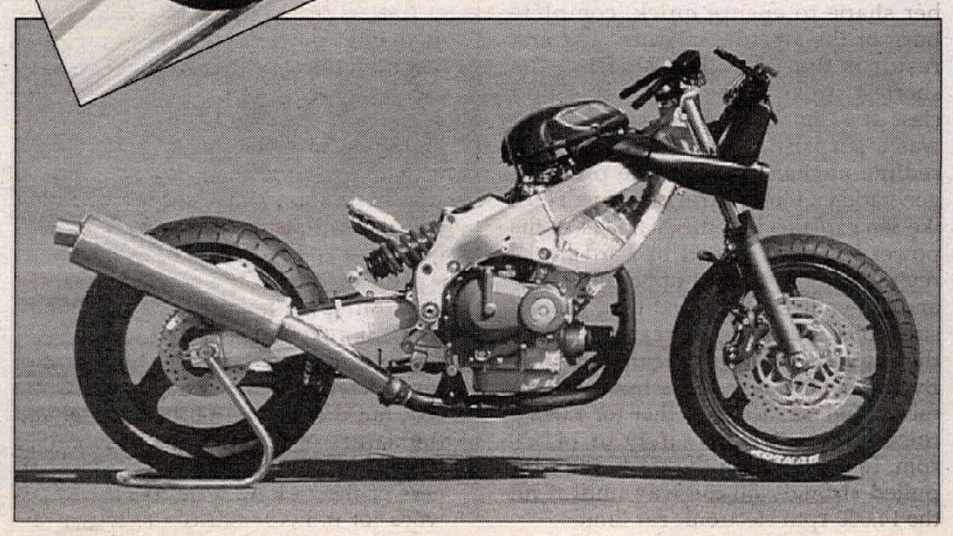
A few warmup laps of Las Vegas Motor Speedway's 2.5-mile infield-plus-banking layout begin to tell the story. The first thing you notice is that while the riding position is remarkably similar to the old model's nice compromise between race-track aggression and street comfort, the handlebars feel slightly farther apart and set at a different angle. The adjustable brake lever feels a little more positive in its feedback and more immediate in its response. In fact, everything seems that way, from the feel through the handlebars to the turn-in to



(Above) Lighter and stronger in almost every respect - from the brakes to the frame to the swingarm - the 1999 CBR600F4 costs only $100 more than the model it replaces. Though it's hard to tell in black and white the available colors are red/black or yellow/black.

(Left) Feedback from the new chassis is outstanding, as is handling.

(Below) The aluminum Pro-Frame is more rigid and considerably lighter than the steel unit it replaces.

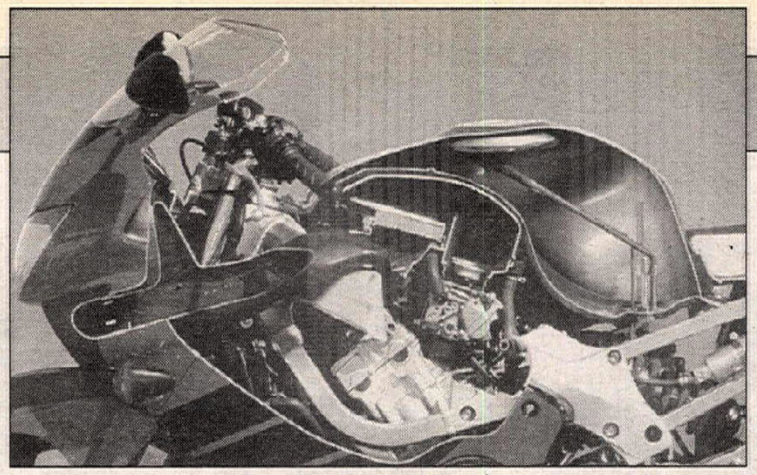


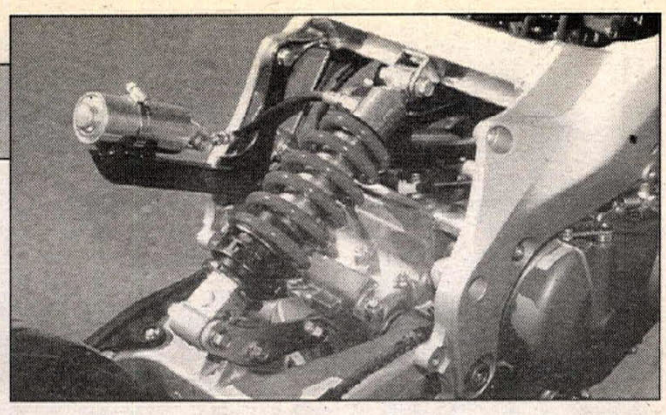
the throttle response, the whole motorcycle is much more immediate and communicative.

As the pace quickens, things only get better. Turn-in is much lighter and faster than with the old bike - thanks no doubt to the lighter weight and steeper rake angle - and feedback from the more-rigid front end is excellent. Full lean is a quick, confident flick away, and turning response is at least equal to that of the GSX-R600, the reigning race-track tool of the class. It is no surprise, as the steering geometry and front-tire size of the CBR are now identical to the GSX-R's. The front tire is now a 120/70ZR17 - the very size supersport racing tires come in, and, a Honda engineer said, the bike was designed with this in mind from the beginning. The greater ground clearance of the new CBR gives you the extra confidence you need to crank it over those last few degrees of lean to maximize your corner speed and tighten your line if you start to drift a little wide on corner exit.

The difference in the chassis is most noticeable, however, on the long sweeper leading out onto the front straightaway. This corner begins after a tight double-apex left-hand turn taken in second gear; then you accelerate all the way through fourth gear as you head for the abrupt transition onto the banking and the front straightaway. It puts the chassis under a heavy, constant load, and just off line there are mid-corner bumps that could easily upset a lesser chassis. All you get from the CBR is perfect stability and much better feel from the rear of the bike than the 1998 CBR. Hitting these bumps - or the transition onto the banking for that matter - on the F3 was more likely to upset the bike slightly, and the feel from the old steel chassis, by comparison, is dull and rubbery. But that is a credit to how good the new chassis is, because the old bike was nothing to complain about in those conditions, itself very stable and predictable, with a very good level of feedback. The Pro-Frame is essentially the same design as the VFR800's pivotless frame, but with the swingarm pivoting in both the engine cases and side plates. The shape of those side plates plays a major role in the feel of the chassis.

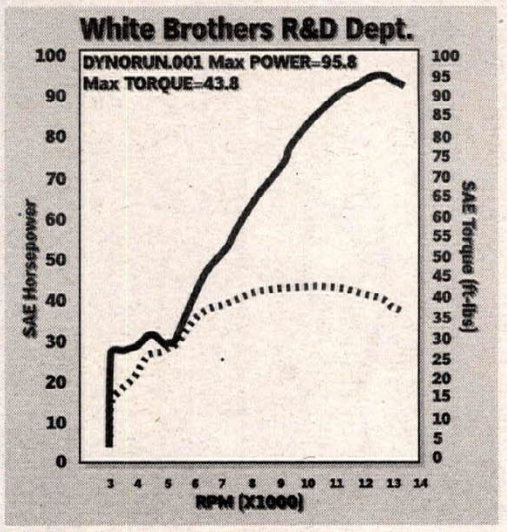
As you tuck behind the windscreen for the run down the long front straightaway, the difference in the power production is amazing. Top-end throttle response is vivid, power production almost 750cc-like, and absolutely linear. We showed around 135 mph on the speedometer with some revs left just before hitting the brakes for the chicane. The new powerplant is the most oversquare in the class, and a tremendous amount of engineering effort went into making the big bore work, with meticulous attention paid to combustion-chamber shape to ensure quick, complete burn of the air/fuel mixture. The end result is that the CBR600F4 has the shortest stroke in the 600cc supersport class at 42.5mm. Being so oversquare, it was a surprise to see the 13,500-rpm redline unchanged from the previous generation's longer-stroke engine. Horiike-san explains that the character of the power has been shifted upward in the rev range more toward upper midrange and top-end response, and that, being a street bike, there was no reason to make the engine spin any faster than it does. By the same token, this bike will be raced, and he also said that for racing, the engine will spin safely to 14,500 rpm. In our time on the track, the CBR pulled strongly all the way until it hit the 14,000-rpm electronic rev limit.





(Left) The ram-air ducts and downdraft carbs are obvious on the cutaway. Fuel injection was rejected on cost grounds, but it's no loss - jetting is perfect.
(Above) The remote-reservoir shock has seven-step spring-preload adjustment.

(Left) Riding position is virtually identical to the old bike, but the riding experience is not. And you can even take the seat off with the ignition key - no tools required to get to the tools.



(Left) The torque curve is typical Honda magic - flat and broad. Peak power is 96 hp, seven more than our 1998 test bike.

Two items regarding the powerplant need correction from our First Look story (Issue #38, September 30), one our fault, the other not. The first is that there is, in fact, no limit to how fast you can spin the engine in AMA Supersport racing - the stock limit is irrelevant. We made the mistake of referring to a 1997 rulebook that said the stock limit must be maintained. That rule was done away with in 1998 - you can spin it till she blows if you like. The other mistake was that we said the cylinder-head mating surface was not perpendicular to the bore - it is, though that isn't what we were told initially. The intake camshaft is set higher in the cylinder head than the exhaust cam - giving the head a wedge shape - so that the intake tract can be as straight as possible.

Power throughout the rev range was very linear and throttle response from the perfectly jetted carburetors crisp. As it turns out, a large part of the excellent response from the engine is due to the ram-air system, and the "midspeed" air reservoirs incorporated into the main intakes. Horiike-san said that the ram-air system is far more important to making linear power and improving throttle response with the CBR600 than in improving top-end horsepower. For the track, best performance came by keeping the engine spinning above 7,000 rpm, though it is very flexible and feels at least as strong in the lower midrange as the old powerplant. The sound and feel from the short-stroke engine is very much like the ZX-6R, though not quite as smooth - the CBR has a little bit more high-frequency vibration.

Perhaps more than any single component on the F3 that needed updating was the two-piston brakes. Braking performance and feel have been improved a great deal with the new, CBR900RR-like four-piston calipers and 296mm discs. Horiike-san said that the outright power is determined by the bore sizes of the master cylinder and piston diameters, but that a good portion of feel and the nature of braking response comes largely from manipulation of the stiffness of the braking hose. We'll take his word for it. Let it suffice to say that the new brakes are a huge improvement over the old two-piston design and despite having greater outright power, the new CBR was less likely to lift the rear wheel under heavy braking loads. Feel at the limit was excellent and stability faultless, inspiring enough confidence to let you howl the front tire braking for the infield (especially after blowing the brake marker by a mile...), without primal fear of sudden lock-up. At the same time, the feel and response at lighter lever pressures - adjusting midcorner speed for instance - is also greatly improved, and lever travel before the pads engage is much shorter. Front-end dive is minimal. Outstanding.

It may be difficult to make a widely capable bike, but Honda has shown us, once again, it is clearly not impossible. Our time with the CBR600F4 on the street produced similar revelations to those on the track. Damping at stock settings is spot-on for lighter riders, and though the rear high-speed compression damping is on the firm side, the chassis feel that this helps produce is worth the minor sacrifice in suppleness. Suspension adjustments work over a useful range, allowing me (200 pounds) to find a setting that worked well on the track, and another for the street. The chassis is more than just confidence-inspiring on the street - it's just plain inspiring. It is a chassis that will accommodate experts and beginners alike, responding equally well to full-scratch hanging off in corners or just plain sitting straight up in the saddle. Chassis feel is one thing on the race track, but in the ever-fluid world of street riding, where one never knows what lurks around the next bend, the information you can glean from the contact patches on the F4 is invaluable information communicated freely.

Low-end power production hasn't been largely sacrificed for the better top-end power, and the super-slick shifting at the track - almost switchlike on upshifts - translates to super-slick shifting on the street, with shorter, more-positive throws and greater precision. Clutch feel is extremely positive, with a distinct engagement band and quick and smooth response to lever input.

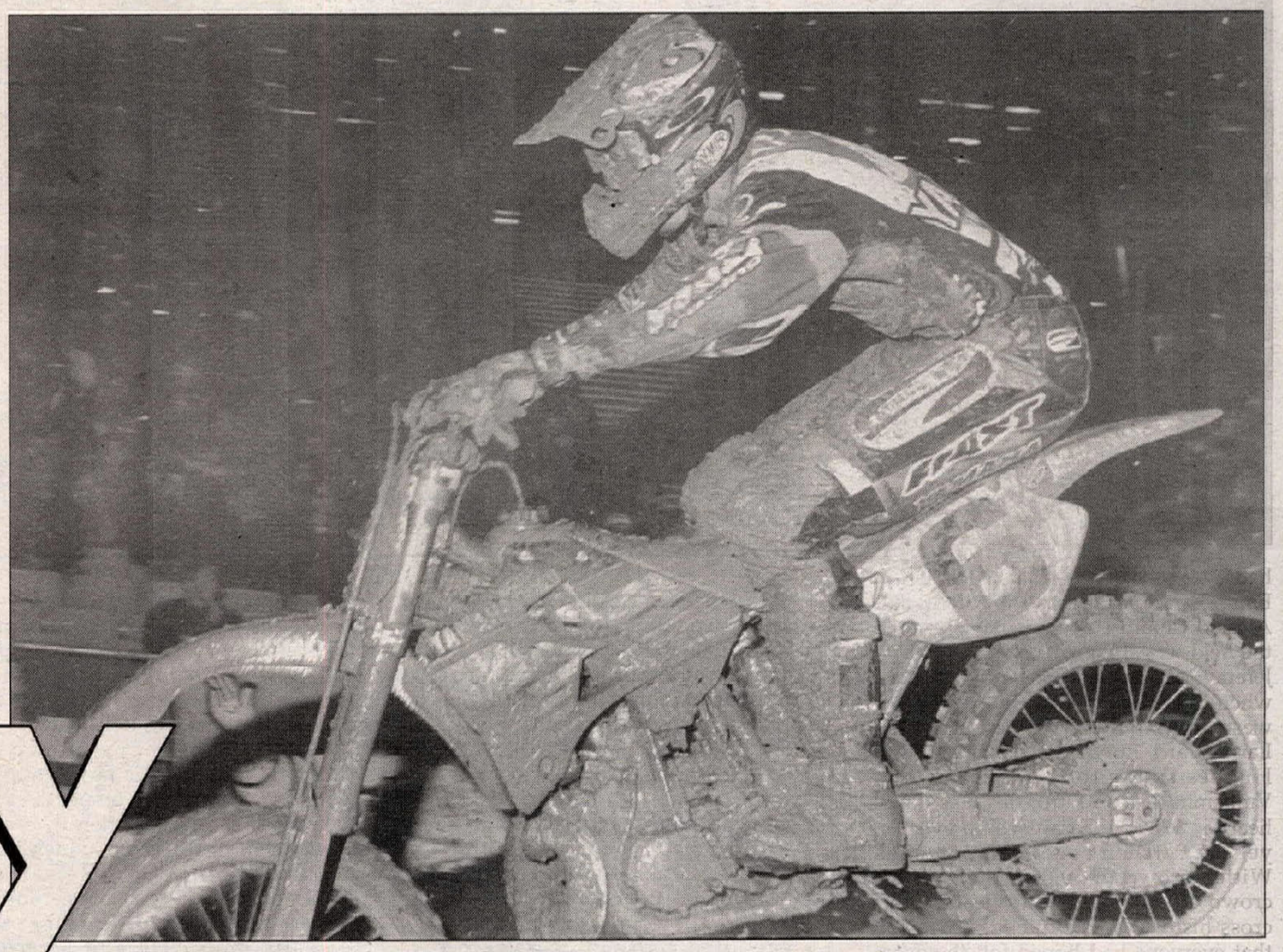
There is no doubt that the 1999 CBR600F4 represents a measured improvement over the model it replaces. In that regard it is much like the 1998 CBR900RR: better in every way in every kind of riding. One can only hope, for Honda's sake, that in its difficult pursuit of a balanced motorcycle, enough of the "R" character was let through to be able to stand up to a certain all-new Yamaha - on the track and in the showroom. Let the battle begin, and to the customer go the spoils. CN

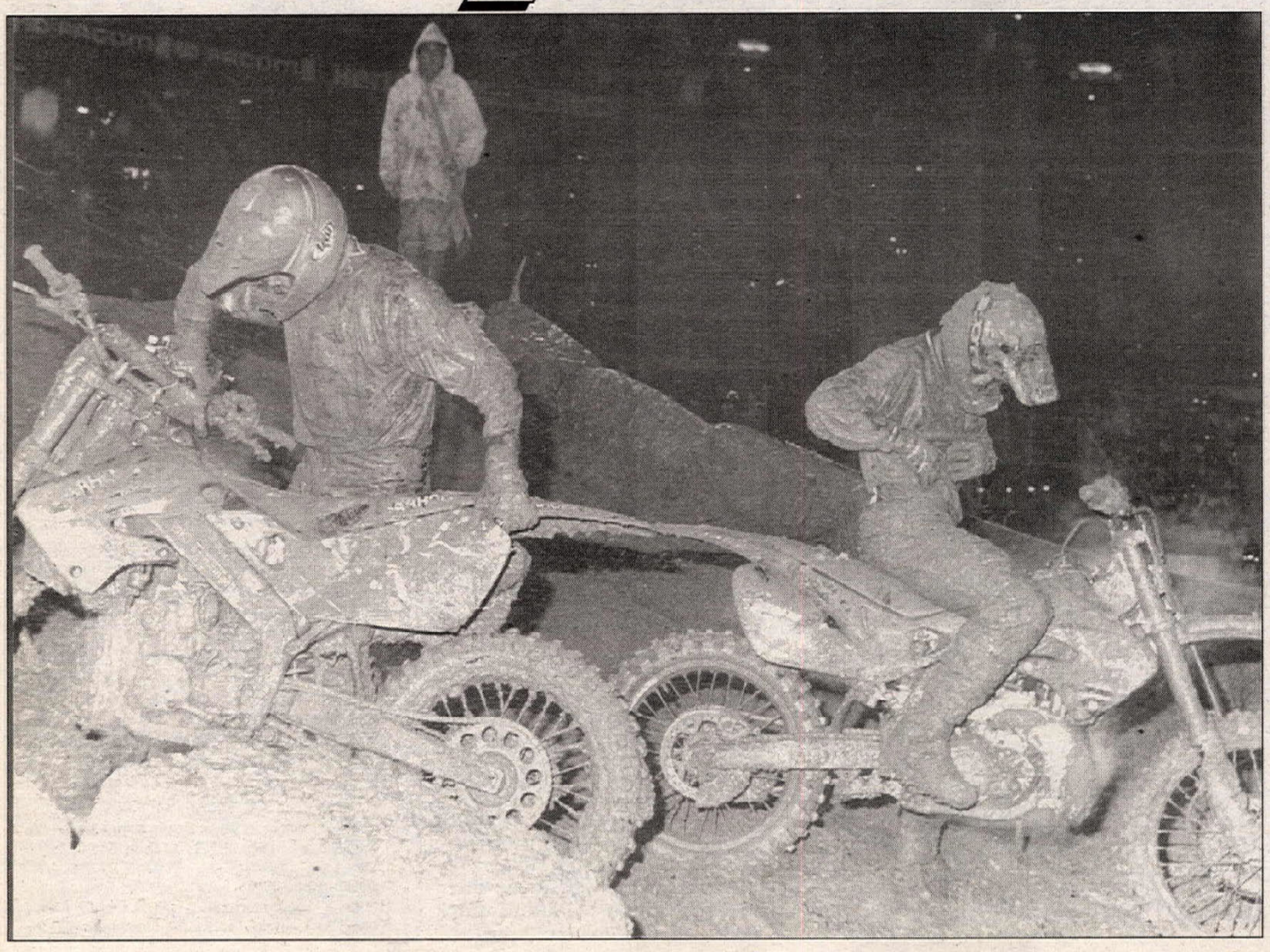
Specifications

1999 Honda CBR600F4

Engine . .Liquid-cooled in-line four-cylinder w/DOHC and four valves per cylinder
Bore x stroke . . . . . .67 x 42.5mm
Displacement 599cc
Compression ratio 12.0:1
Carburetion . . .(4) 36.5mm flat-slide CV
Ignition . . . . . .Computer-controlled digital transistorized w/ 3-D map
Transmission . . . . .Close-ratio 6-speed
Final drive . . . . . .#525 O-ring chain
Frame . . . .Pro-Frame twin-spar aluminum
Rake/trail . . . . . .24°/96mm
Wheelbase . . . . . .54.7 in.
Seat height . . . . . .31.9 in.
Suspension
Front . . . . .43mm HMAS cartridge fork w/ spring preload and rebound- and compression-damping adjustment; 4.7 in. travel
Rear . . . . .Pro-Link HMAS single shock w/ spring preload and rebound- and compression damping adjustment; 4.7 in. travel
Brakes
Front . . . . . .Dual 296mm floating discs w/ four-piston calipers
Rear . . . . . .Single 220mm disc w/ single-piston caliper
Wheels/tires
Front . . . . .Three-spoke cast-aluminum 3.50-in.-wide rim w/120/70ZR17 Dunlop D207 radial
Rear . . . . .Three-spoke cast-aluminum 5.50-in.-wide rim w/ specially constructed single-ply 180/55ZR17 Dunlop D207 radial
Fuel capacity . . . . . .4.5 gal.
Weight (wet, no fuel) . . . . . .403 lb.
Suggested retail price $7899

Vuillemin leaves 'em high 'n' dry





By Geoff Meyer

PARIS, FRANCE, OCT. 24

In the historical setting of the Stad de France stadium in Paris, France, and in pouring rain, French youngster David Vuillemin won the opening round of the 1998 World Supercross Championship. Vuillemin could not have wished for a greater victory, claiming his first major 250cc supercross win and, in doing so, taking the early lead in the four-round series.

"I have won some 125cc races in America and in the World Motocross Championship, but this is my first on the 250s. It gives me a great feeling for next year," said Vuillemin, who will race the 1999 World 250cc Motocross Championship.

This year's World Supercross Championship has been one of the real questions marks in European off-road racing. When the series was first taken over by promoters the Action Group, it was considered a great move. Top names were put on the billing for the opening round, and with a track that was styled on the famous L.A. Coliseum, it was expected to be the greatest Supercross Europe

(Top) David Vuillemin fought through the slop in Paris to win the opening round of the World Supercross Championship. (Left) Ryan Hughes (right) slammed into this unidentifiable rider after landing off a jump. Hughes ended up fifth.

(Above) Steve Lamson made his Chaparral debut and finished fourth in the horrible conditions.
(Left) Robbie Reynard ended up putting his Suzuki on the podium with a third-place finish.
(Below) Lamson battled with French Canadian Jean-Sebastien Roy in the second semi of the night. Roy ended up sixth in the main event.

had ever seen. Then riders such as Jeff Emig, Ezra Lusk, Sebastien Tortelli and Alessio Chiodi sustained injuries, and the field was slimmed down to possibly Jeremy McGrath and Stefan Everts, and when those two decided not to ride, it was anything but a strong field. With Larry Ward, Robbie Reynard and Ryan Hughes as the top Americans, and Vuillemin the top Euro, this was not at heart a "World Championship event" - yet the Parisian event had potential. With a crowd of 50,000 (the greatest crowd attendance in European Supercross history) and a track that was all that everyone had hoped for, the event again started to take on the look of a World Championship event.

But then the rains came.

On Saturday, around 11 a.m., it started to pour, and it did not stop until well after the event was over. As a result, passing was made impossible on the muddy track, and even the scorers had their work cut out for them.

American Supercross legend Ricky Johnson was again in attendance. It seems that the former American champion is making more trips to Europe this year than during his racing days, and his appearance had an effect on the crowd. Johnson was more than impressed with the track.

"It has everything we have in America," Johnson said. "I have not in all my years of racing in Europe seen a track so much like an American track. It's impressive, for sure."

Ward was also impressed.

"They have done a great job," Ward said. "If the rain stops, then we will see some great racing tonight. The jumps are nice and the whoops are also good. Only problem is, it's a little too hard-packed. Otherwise, I really like it."

After a few minor races were held, the track was already busted up. Most of the riders returned to the pits from the minor events covered in mud.

The feature's first qualification race went to Ward, who led home Hughes, Maschio and Vuillemin.

"It's a shame it rained so hard," Ward said. "The track was great; now, with the rain, it's very slippery, and they have put a roller on it, making the top layer very hard and slippery. Man, it's tough out there."

"I hit the starting gate and was last out of the start," Vuillemin said of his ride. "I came back third and had a lot of problems to get past Hughes; then Maschio got by."

The second qualification race was a chance for Reynard to show Europe his talent, and he did not fail to impress, winning easily over Tim Ferry, Frederic Vialle and Serge Guidetty. The big loser, though, was new Yamaha rider Steve Lamson, as his 12th place would see him have to race the semifinals.

"I crashed on the first corner and broke my front brake," Lamson said. "I was a long way behind and just decided to pull in. It was my first ride for Yamaha, and I wanted to do something. Maybe in the semifinal."

Lamson survived his semifinal, although his first win on a Yamaha was not to be, as he finished second to local French rider Thierry Bethys.

"I got a bad start," Lamson said.

With all the favored Americans going into the final, along with Vuillemin and grand prix riders Maschio, Bader Mannah and Vialle, at least the sellout crowd would see the best in attendance.

The rain was now coming down in buckets, though its pounding did not dull the roar of the crowd, as Vuillemin and Maschio made the first corner just behind Reynard.

Lap after lap, Reynard looked good to win the final as his lead increased over the two French riders. Then the mud claimed its first major-name victim.

"I just fell," Reynard said. "I was a little angry. I had a chance to win the race - but that's racing."

Reynard got back up in third, behind Maschio and Vuillemin.

Ward was further back. The Suzuki-mounted rider was in the sorry position of 15th and not looking anything like the winner of one of the few mud races in the U.S. Supercross championships in 1998. In fact, the usually great mud rider had more than his share of problems.

"I just couldn't hold the handlebars," Ward said. "I had so much mud on the grips, and at the start line, I hesitated. The gate had been dropping a little before it dropped completely down in the heat races and I waited, thinking it would do it again, but this time it went straight down. I got out really slow, and my handlebars and seat were covered in water and mud. I could not sit down, and I could not hold the bars, so I pulled out. I was having a tough time."

Hughes, who had been in a position to win early in the race, was now well down the field after crashing into a rider on the finish straight.

"I came over the finish-line jump and there was a guy on the ground," Hughes said. "I landed on his head and fell. When I got up, I was covered in mud, and while I got going again, I was really muddy and had some trouble."

Up front, Maschio made a mistake and crashed, giving the lead to Vuillemin. This is when the crowd really came alive. Vuillemin clocked off the best laps of the final. Vuillemin, with huge momentum, kept his lead, and in doing so he took the final ahead of Maschio, Reynard, Lamson, Hughes and Canadian Jean-Sebastien Roy.

"I'm taking this championship very seriously," declared Vuillemin. "I wanted to get on the podium, and a win is great for me. The French team won the World Cup (of) Football (soccer) here and the French fans really liked it, and that inspired me to win."

Lamson's fourth place was a big improvement.

"I think this was the worst mud supercross I have ridden in," Lamson said. "I was impressed with the crowd. It was a shame the track was so wet, but then again, it held up great."

Hughes, making his third appearance on the new Honda Pamo team, was also not too disappointed with his night.

"With the rain and all, it was a shame, but the promoters did a great job," Hughes said. "I had the crash, but otherwise I felt I dealt with the conditions okay. I really did not have too much of a problem. Even my goggles stayed on." CN

Stad de France
Paris, France
Results: October 24, 1998 (Round 1 of 4)

HEAT 1: 1. Larry Ward (Suz); 2. Ryan Hughes (Hon); 3. Michael Maschio (Yam); 4. David Vuillemin (Yam); 5. Thierry Bethys (Hon).

HEAT 2: 1. Robbie Reynard (Suz); 2. Tim Ferry (Yam); 3. Frederic Vialle (Kaw); 4. Serge Guidetty (Hon); 5. Pierrick Paget (Hon).

SEMI 1: 1 Thierry Bethys (Hon); 2. Steve Lamson (Yam); 3. Jean-Sebastien Roy (Kaw); 4. Jussi Vehvilainen (Hon); 5. Gregory Riaux (Kaw).

SEMI 2: 1. Pierrick Paget (Hon); 2. Xavier Fabre (Hon); 3. Rod Beau (Hon); 4. Jimmy Verburgh (Hon); 5. Frederic Billot (Hon).

MAIN: 1. David Vuillemin (Yam); 2. Mickael Maschio (Yam); 3. Robbie Reynard (Suz); 4. Steve Lamson (Yam); 5. Ryan Hughes (Hon); 6. Jean-Sebastien Roy (Kaw); 7. Pierrick Paget (Hon); 8. Tim Ferry (Yam); 9. Xavier Fabre (Hon); 10. Nicolas Cailly (Hon).

Upcoming Rounds:
Round 2 - Belo Horizonte, Brazil, October 31
Round 3 - Leipzig, Germany, November 20-21

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Kawasaki presents you with a choice. Either devour the competition on an all-new '99 KX250, or prepare to be eaten alive. That's because the KX250 boasts over two dozen improvements that make the best 250 even lighter, faster and quicker handling.

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We also gave the highly acclaimed 46mm inverted cartridge fork new lighter aluminum components and the UNI-TRAK® rear shock separate high and low speed compression adjustment that boost suspension performance to the next level.

The 1997 KX250 proved itself at the checkered flag with two AMA championships last year and the '98 KX250 won every major magazine 250cc Shootout. But look out for the '99. Sorry competition, you're about to be eaten alive. Again..

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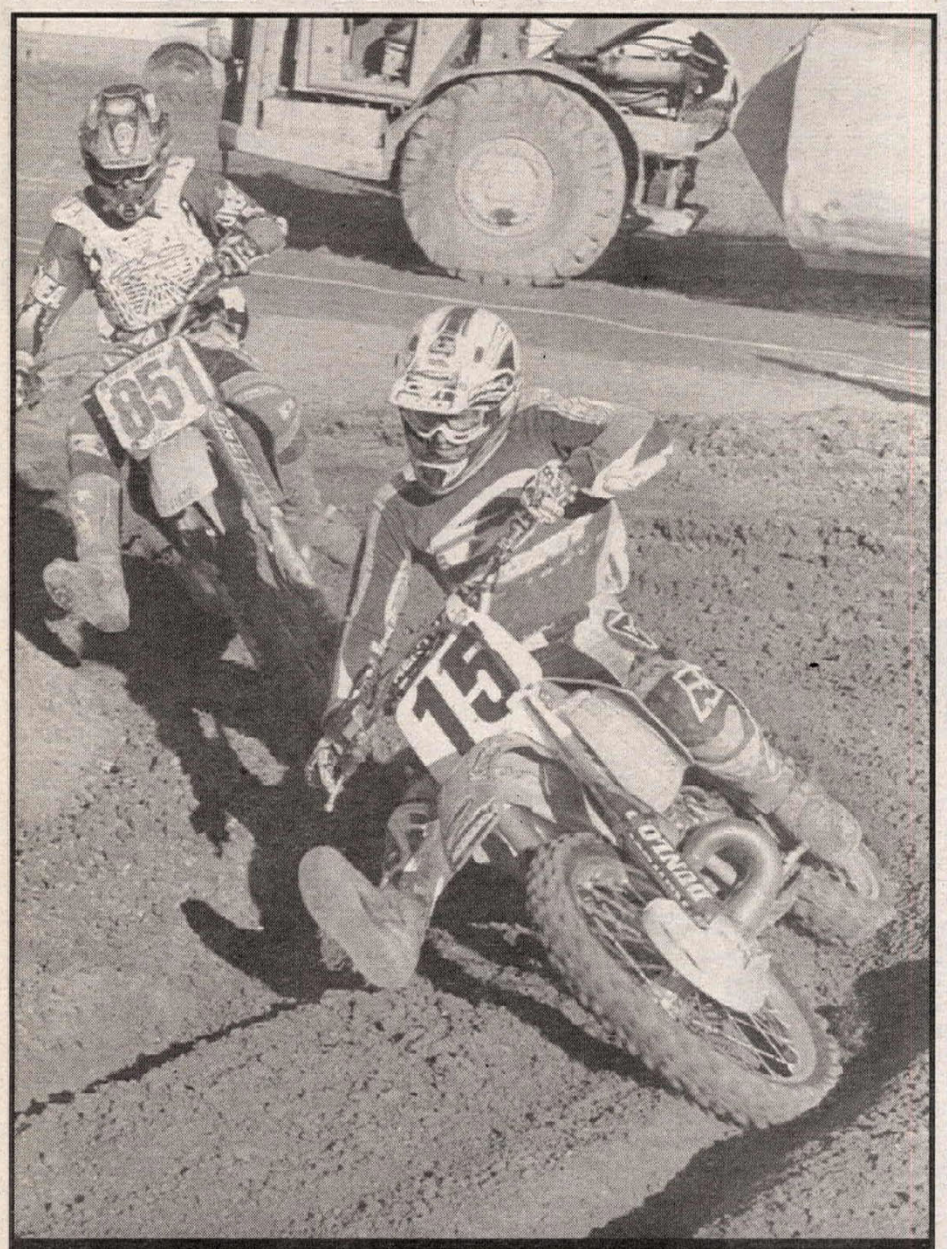
NORTHRUP CROWNED IN MARYSVILLE



Jeff Northrup (15) laid claim to championships in both the 125 and 250cc Pro divisions at the final round of the CMC Sunstar Sprockets Trans-Cal Series in Marysville, California.

By Tony Alessi

MARYSVILLE, CA, OCT. 24-25

Jeff Northrup was crowned the overall series winner in both the 125 and 250cc Pro classes during the CMC Sunstar Sprocket Trans-Cal Series finale held at Marysville's Riverfront Park.

Northrup joined nearly 500 other racers, who traveled from the Pacific Northwest, Northern California or Southern California regions, all in the hope of being crowned the Trans-Cal Champion.

The two-day showdown was run on a modified schedule after a daylong deluge on Saturday postponed racing until the next day. CMC officials opted to run a three-moto format on Sunday, with the first moto on Sunday being run in place of the two Saturday motos.

"We made the first moto longer, with more laps, and awarded double points," said CMC race director Stu Peters.

The final two motos on Sunday were run under the regular CMC guidelines and formatted as two shorter motos, paying regular points.

Although Northrup was the overall Pro-class champion of the CMC Trans-Cal Series, the big star of the weekend was, without a doubt, Clawson Motor Sports rider Rusty Holland, who won three out of four classes en route to wins in the 250cc Pro class during both events and the 125cc Pro class during the first event. The only class Holland didn't win was the final 125cc Pro class on Sunday, which was won by Northrup, who held off Chris Gosselaar and Holland for a well-earned moto and overall victory.

Speaking of Chris Gosselaar, the newly signed FMF/Honda pilot ran close to the point position in every Pro moto with the exception of the final 250cc Pro race, which saw him fly over the bars and into the trees.

The bragging rights for the weekend's top Intermediate racer were split between R.J. Thompson in the 125cc division and 250cc champ Mike Corder from the Pacific Northwest region. Thompson, who hails from the infamous "Moorpark Mafia," raced his Thousand Oaks Kawasaki-sponsored KX125 to a set of moto wins and a third in the final to capture the championship, while Corder won the first two 250cc Intermediate races and finished a solid second in the final to wrap up the championship in the 250cc Intermediate division.

Team Green mini ace Mike Alessi was the only mini pilot to score two separate Trans-Cal titles, posting a perfect three out of three moto wins in the 60cc (9-11) division and taking a "well-thought-out" win in the 80cc (7-11) division by scoring 1-2-3 showings.

Oregon's Justin Keeney won the other two 80cc (7-11) class motos but forgot to turn his gas on in the first moto, which resulted in a disappointing 10th-place finish.

In the 60cc (0-8) division, Cole Seely used strategic finishes to earn the overall win over his Northern California counterpart, Dustin Enochs, and Southern California rival (and winner of the final moto) Chad Gores.

In current Pee Wee events, "little guy" Cody Farrar recorded a perfect report card by winning all his motos in the 50cc (4-6) class. Farrar was flawless, riding like a seasoned veteran en route to big leads in each race. Farrar was later surprised during the trophy presentation when he was awarded a brand-new Yamaha PW50 that was raffled off between himself and the 50cc (7-8) class winner, Jake Canada. CN

Riverfront Park
Marysville, California
Results: October 24-25, 1998 (Final round)

Saturday

50 (4-6): 1. Cody Farrar (KTM); 2. Landon Currier (KTM); 3. Austin Howell (KTM); 4. Scott Crawer (Lem); 5. Joshua Grecco (KTM).

50 (7-8): 1. Jake Canada (KTM); 2. Bill Ballestero; 3. Chapman Fiene (KTM); 4. Michael Curci (Lem); 5. Larry Azevedo (Lem).

60 (0-8): 1. Cole Seely (KTM); 2. Dustin Enochs (KTM); 3. Dustin Pipes (Kaw); 4. Kurtis Baley (KTM); 5. Chad Gores (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw), 3. Justin Keeney (Kaw); 4. Mathew Spencer (Kaw); 5. Casey Hinson (Kaw).

80 BEG: 1. Sean Borkenhagen (Kaw); 2. Rory Radovich (Hon); 3. Danny Harris (Kaw); 4. Carson Meyer (Yam); 5. Erik Fauscette (Hon).

80 (7-11): 1. Mike Alessi (Kaw); 2. A.J. Perez (Suz); 3. Jarred Browne (Yam); 4. Eric McCrummen (Yam); 5. Adam Metzler (Suz).

80 (12-13): 1. Jimmy Nelson (Yam); 2. Nick Jarret (Hon); 3. Tristan Kallas (Yam); 4. Cory McDaniel (Yam); 5. Eric Nye (Yam).

80 (14-16): 1. Ryan Morais (Yam); 2. Matt McCrummen (Yam); 3. Jason Staley (Suz); 4. Shawn Staley (Suz); 5. Blake Kelly (Yam).

S/MINI: 1. David Boothe (Hon); 2. Cory McDaniel (Yam); 3. Matt McCrummen (Yam); 4. Adam Metzler (Suz); 5. Brent Line (Yam).

125 BEG: 1. John Goodby (Yam); 2. Matt Womble (Yam); 3. Nick Hines (Yam); 4. Don Bailey (Yam); 5. Dallas Hinds (Suz).

125 JR: 1. Kevin McGovern (Yam); 2. Sam Sawdey (Yam); 3. Chad Frank (Yam); 4. Danny Bagwill (Suz); 5. Sean Reath (Suz).

125 INT: 1. R.J. Thompson (Kaw); 2. Mike Corder (Kaw); 3. Jesse Ketchum (Suz); 4. Norberto Debernardi (Kaw); 5. Freddy Wiechers (Hon).

125 PRO: 1. Rusty Holland (Hon), 2. Jeff Northrup (Kaw); 3. Chris Gosselaar (Hon); 4. Mark Tilley (KTM); 5. Tim Langdon (Kaw).

SCHBY: 1. Jesse Olson (Yam); 2. Rory Sullivan (KTM); 3. Mike Anderson (Yam); 4. Freddy Wiechers (Hon); 5. Bobby Meyer (Yam).

250 BEG: 1. Steve Slaney (Kaw); 2. Frank Chavez (Hon); 3. Nick Bainbridge (Kaw); 4. Dennis Wagoner (Yam); 5. Adam Harsel (Hon).

250 JR: 1. Sam Sawdey (Yam); 2. Aaron Youse (Yam); 3. Steve Miller (Suz); 4. Ryan Peterson (Suz); 5. Steve Thinger (Hon).

250 INT: 1. Mike Corder (Kaw); 2. Jeremy Israel (Yam); 3. Cory Morais (Yam); 4. Brian Shaleen (Yam); 5. D.J. Umphries (Yam).

250 PRO: 1. Rusty Holland (Hon); 2. Jeff Northrup (Kaw); 3. Chris Gosselaar (Hon); 4. Cliff Cook (Yam); 5. Dave Lodermeier (Yam).

25+ MSTR: 1. Mike Hodges (Suz); 2. Ed Heacox (Kaw); 3. John Zahrt (Suz); 4. Bob Shimp (Yam).

30+ BEG: 1. Donnie Bales (Hon); 2. Chris Bush (Yam); 3. John Hodges (Kaw).

30+ JR: 1. Vic Walker (Yam); 2. Dan Denuzzo (Hon); 3. Jim Carley (Kaw).

30+ INT: 1. Mike Hodges (Suz); 2. Richard Quinones (Suz); 3. Ed Heacox (Kaw).

30+ MSTR: 1. John Zahrt (Suz); 2. Bob Shimp (Yam).

40+ AM: 1. Dave Brillant (Yam); 2. Doug Dennis (Yam); 3. Joe Lodermeier (Yam); 4. Michael Alarcon (Kaw); 5. Kim Darwarzeh (Suz).

40+ MSTR: 1. Perry Sherman (KTM); 2. Tim Sullivan (Hus); 3. Mike Gorda (Hon); 4. Bob Shimp (Yam); 5. Dennis Smith (Yam).

WMN: 1. Dawn Rogers (Yam); 2. Jennifer Caputo (Yam).

Sunday

50 (4-6): 1. Cody Farrar (KTM); 2. Scott Craven (Lem); 3. Joshua Grecco (KTM); 4. Chance Seely (KTM); 5. Justin Howell (KTM).

50 (7-8): 1. Jake Canada (KTM); 2. Bill Ballestero; 3. Michael Curci (Lem); 4. Chapman Fiene (KTM); 5. Larry Azevedo (Lem).

60 (0-8): 1. Cole Seely (KTM); 2. Chad Gores (Kaw); 3. Justin Enochs (KTM); 4. Dustin Pipes (Kaw); 5. Lance Coury (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Justin Keeney (Kaw); 3. Jeff Alessi (Kaw); 4. Bryar Perry (Kaw); 5. Jarod Mertens (Kaw).

80 BEG: 1. Sean Borkenhagen (Kaw); 2. Rory Radovich (Hon); 3. Danny Harris (Kaw); 4. Casey Hinson (Suz); 5. Carson Meyer (Yam).

80 (7-11): 1. Justin Keeney (Kaw); 2. Mike Alessi (Kaw); 3. Eric McCrummen (Yam); 4. A.J. Perez (Suz); 5. Adam Metzler (Suz).

80 (12-13): 1. Jimmy Nelson (Yam); 2. Charlie Morrison (Yam); 3. Nick Jarret (Hon); 4. Cory McDaniel (Yam); 5. Eric Nye (Yam).

80 (14-16): 1. Ryan Morais (Yam); 2. David Boothe (Hon); 3. Matt McCrummen (Yam); 4. Jason Staley (Yam); 5. Shawn Staley (Suz).

S/MINI: 1. David Boothe (Hon); 2. Charlie Morrison (Yam); 3. Cory McDaniel (Yam); 4. Adam Metzler (Suz); 5. Matt McCrummen (Yam).

125 BEG: 1. John Goodby (Yam); 2. Don Bailey (Yam); 3. Woody Stahl (Kaw); 4. Dallas Hinds (Suz); 5. Nick Bainbridge (Kaw).

125 JR: 1. Steve Mertens (Suz); 2. Sean Reath (Suz); 3. Jesse McDonald (Yam); 4. Danny Bagwill (Suz); 5. Jon Replogle (Kaw).

125 INT: 1. Mike Corder (Kaw); 2. R.J. Thompson (Kaw); 3. Jesse Ketchum (Suz); 4. Jeremy Israel (Yam); 5. Randy Norman (Yam).

125 PRO: 1. Jeff Northrup (Kaw); 2. Chris Gosselaar (Hon); 3. Rusty Holland (Hon); 4. Tyler Evans (Suz); 5. Tim Langdon (Kaw).

SCHBY: 1. Randy Norman (Yam); 2. Freddy Wiechers (Hon); 3. Steve Mertens (Suz); 4. Jesse Olson (Yam); 5. Nathan Tearney (Suz).

250 BEG: 1. Nick Bainbridge (Kaw); 2. Frank Chavez (Hon); 3. Steve Slaney (Kaw); 4. Justin Madison (Suz); 5. Shane Tolosho (Hon).

250 JR: 1. Billy Jurevich (KTM); 2. Sam Sawdey (Yam); 3. Kyle Huebner (Yam); 4. Joe Replogle (Kaw); 5. Steve Thinger (Hon).

250 INT: 1. Jeremy Israel (Yam); 2. Mike Corder (Kaw); 3. Cory Morais (Yam); 4. Randy Norman (Yam); 5. Chris Verdley (Suz).

250 PRO: 1. Rusty Holland (Hon); 2. Jeff Northrup (Kaw); 3. Tyler Evans (Suz); 4. Cliff Cook (Yam); 5. Zeb Armstrong (Yam).

500 AM: 1. D.J. Umphries (Yam).

25+ AM: 1. Scott DeRoco (Suz); 2. Chuck Kober (Suz); 3. Richard Quinones (Suz), 4. Jason VanNote (Hon); 5. Frank Chavez (Hon).

25+ MSTR: 1. John Zahrt (Suz); 2. Mike Hodges (Suz); 3. Troy Cardier (Suz); 4. Kelly Hammer (Suz).

25+ PRO: 1. Ken Arnold (Yam).

30+ BEG: 1. John Hodges (Kaw); 2. Donnie Bales (Hon); 3. Chris Bush (Yam); 4. Bill Lancaster (Yam); 5. Tony Vigu (Suz).

30+ JR: 1. Dan Denuzzo (Hon); 2. Steve Arena (Yam); 3. Vic Walker (Yam); 4. Jim Carley (Kaw).

30+ INT: 1. Mike Hodges (Kaw); 2. Scott DeRoco (Kaw); 3. Richard Quinones (Suz); 4. Chuck Kober (Suz).

30+ MSTR: 1. John Zahrt (Suz); 2. Bob Shimp (Yam).

40+ AM: 1. Dave Brillant (Yam); 2. Doug Dennis (Yam); 3. Joe Meier (Yam); 4. Kim Darwarzeh (Suz); 5. Michael Alarcon (Kaw).

40+ MSTR: 1. Bob Shimp (Yam); 2. Perry Sherman (KTM); 3. Dennis Smith (Yam); 4. Tim Sullivan (Hus); 5. Mike Gorda (Hon).

WMN: 1. Jennifer Caputo (Yam); 2. Dawn Rogers (Yam).

Series Champions

P/W (4-6): 1. Cody Farrar (KTM).
P/W (7-8): 1. Jake Canada (KTM).
60 (0-8): 1. Cole Seely (KTM).
60 (9-11): 1. Mike Alessi (Kaw).
80 BEG: 1. Sean Borkenhagen (Kaw).
80 (7-11): 1. Mike Alessi (Kaw).
80 (12-13): 1. Nick Jarret (Hon).
80 (14-16): 1. Ryan Morais (Yam).
S/MINI: 1. Davie Boothe (Hon).
125 BEG: 1. John Goodby (Yam).
125 JR: 1. Sean Reath (Suz).
125 INT: 1. R.J. Thompson (Kaw).
125 PRO: 1. Jeff Northrup (Kaw).
SCHBY: 1. Jesse Olson (Yam).
250 BEG: 1. Steve Slaney (Kaw).
250 JR: 1. Sam Sawdey (Yam).
250 INT: 1. Mike Corder (Kaw).
250 PRO: 1. Jeff Northrup (Kaw).
25+ AM: 1. Chuck Kober (Suz).
25+ MSTR: 1. Mike Hodges (Suz).
30+ BEG: 1. Donnie Bales (Hon).
30+ JR: 1. Vic Walker (Yam).
30+ INT: 1. Mike Hodges (Suz).
30+ MSTR: 1. Jon Zahrt (Kaw).
40+ AM: 1. David Brillant (Yam).
40+ MSTR: 1. Perry Sherman (KTM).
500 AM: 1. D.J. Umphries (Yam).
WMN: 1. Jennifer Caputo (Yam).

Roncada sweeps

By B. LaRock

SAN BERNARDINO, CA, OCT. 17-18

Frenchman Stephane Roncada made his first appearance on a Yamaha a successful one as he swept both the 125 and 250cc Pro classes at the Yamaha-sponsored AMA California State Motocross Championships at Glen Helen Raceway.

In the first moto of the 250cc Pro class on Saturday, Danny Carlson charged to the holeshot with Jose Polasek, Ty Kady, Roncada and Spud Walters on his back tire. Coming over "Animal Leap," Anaheim Yamaha/Pro Circuit-sponsored Kady moved ahead of Polasek and into second. Polasek then spun out in a turn, snapping his handlebars and taking himself out of contention. This moved Roncada up to third, with Walters sitting directly behind him. Roncada then set his sights on Kady, and his opportunity to pass came during lap three, in a turn in front of the spectator bleachers. Kady cut to the inside of the corner and Roncada made a clean pass on the outside to take over second.

Even though Carlson had opened a sizable lead, Roncada was on the move, and he quickly closed the distance between himself and the Chaparral/Nova/All Pro-backed rider. Just as quickly, Roncada took over at the front, passing Carlson in the back section of the track. Carlson managed to stay with Roncada for three laps until Kady came on strong and took over second.

At the end of lap seven, Roncada had a 15-second lead on Kady, who was followed by Carlson and Walters. Carlson continued to struggle, losing third place to Walters on lap eight. At the checkered flag, it was Roncada leading Kady, Walters and Carlson.

Once he got into the lead, Roncada said, "the rest was easy. It was good." He also thanked the Yamaha of Troy team, Sinisalo, Alpinestar and Dunlop.

Walters was also looking forward to the next moto. He admitted he had missed practice in order to get some extra sleep - something that's hard to come by with a six-week-old baby in the house. He was confident that things would be better in the second moto.

At the start of the second moto, it was Carlson again making the charge for the holeshot. This time, however, Raymond Bowers took second, with Roncada third, Kady fourth and Walters fifth. By the end of the first lap, Roncada had moved into the lead - a position he wouldn't relinquish.

On the second lap, Bowers fell back to fourth and Carlson lost second to Kady. Carlson regained second in the third lap, however, when he passed Kady on the spectator tabletop. Walters, meanwhile, started putting pressure on Bowers and passed him in the back section of the track on the fourth go-around. Two turns before the checkered flag, Kady regained second place, pushing Carlson back to third by the finish.

On Sunday, Carlson and Kady were both confident that they were going to have two good 250cc Pro motos. Although Kady wouldn't predict the outcome, he said that he planned to "stay clean and give it a good effort."

Roncada took the holeshot in the first moto, only to be passed by Carlson and Tim Sharp coming over the first hill. Kady held down fourth. Sharp and Roncada traded the number-two spot several times during the rest of laps one and two. On the third lap, Roncada secured second, with Sharp falling back to fourth after a battle on the tabletops with John Sereika. By lap four, Roncada had closed in on Carlson, and the two played cat-and-mouse for several laps. The battle for first had Carlson in front until the last lap, when Roncada took the inside of the turn on Animal Leap. Roncada took the checkers first, trailed by Carlson, Kady and Sereika.

"I had a good time out there," Carlson said later. "We had a clean race. I was stoked. I thought he (Roncada) would take me out, but he didn't."

In the last 250cc Pro moto on Sunday, Carlson again captured the holeshot. This time, Roncada was second, followed by Kady and Sereika. The pack of riders stayed close for the first two laps, but then both Carlson and Roncada pulled away from the rest. Roncada pulled in tight in the U-turn corner in front of the bleachers and then cleared the "Sky Jump" to take the lead on lap five. The Frenchman held the lead to the flag, with Carlson taking second, Kady third and Sereika fourth.

In the 125cc Pro class, Roncada was perfect on both days, topping Michael Young in all four motos.

"I need to ride on the bikes to get used to it," Roncada said of his new ride. "Even though it is an easy bike to ride, I need to get used to it. The frame is the biggest change. The bike is easier to ride; it turns better. The engine is really good."

Friends Terry Fowler and Billy Frank electrified the crowd with their abilities in both the Junior Vet and Vet Expert classes. Troy Lee Designs/Pro Circuit/Arnette-sponsored Fowler, riding a YZ400F, felt the additional horsepower was a definite advantage over Frank's 250cc Kawasaki. Fowler used his advantage to take the win.

In the 125cc Intermediate contest, 23 riders charged out of the starting gate in the first moto on Saturday, with Dusty Walters seizing the holeshot and Jeremiah Moore, Joel Nelson, Gary Trachy and Nathan Craig following close behind. Walters and Moore held the number-one and -two positions through the rest of the moto while Nelson and Trachy fell back on the fourth lap. Chris Sprenkel came from behind to capture third, with Craig ending up fourth.

Craig grabbed the holeshot in moto two, followed by Jesse Olson, Walters and Dustin Jameson. By the end of the first lap, Craig still had the lead, but Trachy had moved into second. During the next three laps, the rider to watch was Moore. Starting seventh, Moore was charging and was up to third, and Trachy was only able to hold him off until the final lap. At the checkered flag, it was Craig taking the win over Moore, Trachy and Walters.

At the start of the first moto on Sunday, Sean O'Connor was in the lead, followed by Brian Barker, Walters, Josh Cavanaugh and Trachy. On the opening lap, Walters went down in the first turn, Trachy slid out in the fourth turn and O'Connor lost it in the last turn before Animal Leap. Once the dust had settled, Trachy was in the lead, with Sprenkel in second and Cavanaugh in third.

Meanwhile, Olson and Craig battled for fourth. On lap four, Trachy went down in the fourth turn, giving Sprenkel a lead he would hold to the finish. Cavanaugh came in second and Craig took third.

In the next moto, there was a great deal of confusion in turn one, with several riders going down. Travis Frink got the holeshot, followed by Walters, Sprenkel, Nelson and Trachy. By the end of lap one, Walters had taken the lead over Sprenkel, Trachy and Frink. Sprenkel passed Walters in the canyon on lap two, and the top four stayed the same until the fifth lap. It was then that Walters stuffed Sprenkel into the left-hand berm before the sand stretch to take the lead. Walters took the checkers, followed by Sprenkel and Trachy. CN

Frenchman Stephane Roncada made his Yamaha debut a successful one as he took victories in both the 125 and 250cc Pro classes during the California Championships at Glen Helen.

Glen Helen Raceway
San Bernardino, California
Results: October 17-18, 1998

P/W MOD (4-6): 1. Kyle Smith (KTM); 2. Jake Lacey (Cob); 3. Bryce Stewart (KTM); 4. Joshua Massey (KTM).

P/W MOD (7-8): 1. Donnie Kearny (KTM); 2. Webb Massey (KTM); 3. Franky Aguirre; 4. Dakota Tedder (Yam); 5. Myles Tedder (Lem).

S/MINI: 1. Nick Alvarez (Hon); 2. Donnie Gritton (Yam); 3. Scott Simon (Yam); 4. Chris Chenette (Suz).

60 (0-8): 1. Cole Seely (KTM); 2. Andrew Johnson (Kaw); 3. Brian Hiner (Kaw); 4. Webb Massey (Kaw); 5. Donnie Kearny (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Aaron Breid (KTM); 3. Brandon Hiner (Kaw); 4. Matthew Tedder (Kaw); 5. Ross Pacheco (Kaw).

80 BEG: 1. Jeff Vaughn (Yam); 2. Sean Borkenhagen (Kaw); 3. Weston Peick (Suz); 4. Dan Bartz (Suz); 5. C.J. Mahon (Yam).

80 NOV: 1. Justin Workman (Kaw); 2. Kevin Breid (Yam); 3. Jeff Loop (Yam); 4. Chris Chevrett (Suz); 5. Jared Minor (Hon).

80 INT: 1. Donnie Gritton (Yam); 2. Mike Alessi (Kaw); 3. Scott Simon (Yam); 4. Kevin Payne (Yam).

80 EX: 1. Nick Alvarez (Hon); 2. Eric Meyer (Yam).

125 BEG: 1. Donnie Fuller (Yam); 2. Rob Styron (Suz); 3. Brian Melsheimer (Yam); 4. Ryan Gilfoy (Kaw); 5. Brad Huth (Yam).

125 NOV: 1. Matt Condon (Yam); 2. Jason Ciarletta (Yam); 3. Brett Hoyal (Yam); 4. David Sullins (Yam); 5. Corey Macomber (Yam).

125 INT: 1. Dusty Walters (Yam); 2. Nathan Craig (Suz); 3. Chris Sprenkel (Suz); 4. Gary Trachy (Yam); 5. Jeremiah Moore (Hon).

125 PRO: 1. Stephane Roncada (Yam); 2. Michael Young (Yam); 3. Tyson Taylor (Hon); 4. Christopher Neitzel (Hon); 5. Danny Carlson (Yam).

250 BEG: 1. Brett Daugherty (Yam); 2. Randy Shadown (Hon); 3. N.K. Jackson (Suz); 4. James Scharer Jr. (Hon); 5. Pedro Revvelta (Suz).

250 NOV: 1. Wes Burr (Yam); 2. Gary Lacy (Hon); 3. Danny Shealy (Kaw); 4. Cameron Mulford (Kaw).

250 INT: 1. Kevin Geyer; 2. Kevin Townsend (Suz); 3. Jeremiah Moore (Hon); 4. Nathan Craig (Yam); 5. D.J. Umphries (Yam).

250 PRO: 1. Stephane Roncada (Yam); 2. Ty Kady (Yam); 3. Danny Carlson (Yam); 4. Raymond Bowers (Hon); 5. Spud Walters (Yam).

JR VET BEG: 1. Juan Ordonez (Hon); 2. Joel Plitt (Yam).

JR VET NOV: 1. Ed Niemela (Kaw); 2. Matt Morgan (Suz).

JR VET INT: 1. Chris Alvarado (Yam); 2. Brian Walker (Kaw).

JR VET EX: 1. Jerry Fowler (Yam); 2. Billy Frank (Kaw); 3. Matt Tedder (Yam).

VET BEG: 1. Frank Wright (Yam); 2. John Barry (Yam); 3. Ken Kinnucan (Yam); 4. Dave Vincove (Hon); 5. David Williams (Hon).

VET NOV: 1. Gary Lacy (Hon); Ed Niemela (Kaw); 3. Danny Cunningham (Hon); 4. Rich Waite (Kaw); 5. Dave Lippert (Yam).

VET INT: 1. Jon Levey (Yam); 2. Brian Friday (Kaw); 3. Randy Danylo (Kaw); 4. Mike Altenhotel (Hon).

VET EX: 1. Terry Fowler (Yam); 2. Billy Frank (Kaw); 3. Matt Tedder (Yam); 4. Willy Musgrave (KTM).

SR NOV: 1. Michael Johnson (Hon); 2. Mike Machuga (Yam); 3. Greg Clanton (Yam); 4. Carlos Ollervides (Hon).

SR INT: 1. Mike Altenhotel (Hon); 2. Kirk Bassett (Yam); 3. Jason Yodogawa (Yam).

SR EX: 1. Barry Klassen (Yam); 2. Bob Maxwell (Yam).

4-STRK NOV: 1. Louie Peick (Yam).

4-STRK INT: 1. D.J. Umphries (Yam); 2. Cole Townsend (Yam); 3. Kelly Yancey (Yam).

WMN BEG: 1. Shelly Danylo (Suz); 2. Elizabeth Bash (Yam).

WMN INT: 1. Jennifer Caputo (Yam).

WMN EX: 1. Kelly Yancey (Kaw); 2. Bonnie Warch.

OPEN NOV: 1. Rocky Hash (Hon); 2. Joel Plitt (Hon).

Seventh annual SCRU AHRMA MX Nationals

Three helpin's for Halpin at Hollister

(Left) Mike Atkins (3V) beats Butch Cochran (80Y) to the first turn in the Premier Open Twins class during AHRMA vintage racing action at the Hollister Hills Grand Prix track.
(Below) Marsh Runyon negotiates a big downhill on his 1958 Harley-Davidson.

By Bill Spencer

HOLLISTER, CA, OCT. 18

In honor of the Bultaco brand, and 25 years after Jim Pomeroy won the 1973 Spanish Motocross Grand Prix, the Santa Clara Riders Unlimited held their seventh annual American Historic Racing Motorcycle Association event at the upper ranch of Hollister Hills SVRA, with nearly 400 riders in attendance.

Saturday saw the usual swap meet and Concours d'Elegance, with Canada's Terry Hyde taking home honors for both Best Motocrosser and Best of Show with his 1962 Rickman Metisse-Matchless. In addition, a large Starman Enterprise trials was held.

Sunday saw 15 motos and a special lap of honor for the likes of both Pomeroy brothers, Jim and Ron, and the usual suspects who follow the AHRMA Series, including Dick "Bugsy" Mann, Tom Rapp, David Aldana, Chuck Joyner, Danny "Magoo" Chandler, Brad Lackey, Dusty Coppage, John Gennai, Al Rudy, Steen Hansen, Johnny Lomanto and Curt Comer, to name a few.

A gorgeously warm afternoon of racing began with the Sportsman Open Twin Experts taking to the well-groomed GP track, where Matt Rohr won both motos. Ironically, Rohr started his scrambles career at the lower ranch back in 1970, when the South County Motorcycle Club used to run their races on the Howard Harris-owned ranch.

Don Dotson topped the Sportsman Open Twin Intermediate class with a pair of wins, topping Shawn Sage, who went 4-2, and Clark Sumner's 5-3. All three rode Triumph twins. Gordon Edwards, meanwhile, won the Novice portion over Dennis Van Gundy, while Larry Madrigal beat out Marsh Runyon in the Premier Intermediate division.

Don Adams easily won the opening round of the Over 30 contest but pitched his Honda down Gravity Cavity while leading the second moto, handing the win and the overall to Husky man Troy Smalley. Adams, however, remounted to finish fourth and second overall, ahead of Steve Parker.

Wayne Sumner won the Over 60 Expert division after beating Bill McClinton to the first turn of the second moto. Rich McCormick outpointed Steen Hansen, as those two finished third and fourth, respectively.

The Over 50 Novice class was big, and it was Joe Cook who took his B50 to a pair of seconds for the overall win. AMA vice chairman of the board of directors Dal Smilie was second, with Ron Norell third over Dennis Rose and John Gulliford.

Some of the best racing of the day came during the Over 40 Expert class, with Pat Brown taking his old Sonny Kenyon Bultaco to the first-moto win. The bike, however, expired in the process of winning, and he had to ride a backup to third in the second moto. Arizona's Mike Halpin won the first of three hunks of brass, taking third and then passing both Brown and Randy Lewis for the overall. Halpin won the first Sportsman 500cc Expert moto, but he couldn't get by Brown in the second. Troy Smalley, meanwhile, worked in between the two of them for second place.

Kay Mann was the toast of the Classic 500cc Novice class, taking home the win on her 1969 BSA 350 with a 3-2 tally over Eugene Crawford's 5-1 and Bill Dumas' 2-4. Scott Silvia managed to win both ends of the Over 30 Intermediate and 250cc Intermediate contests for double wins on his KX.

Ken Burningham took some more trophies home to Canada after winning the Premier 500cc Intermediate class over Corky Root and Terry Pratt. Pratt, however, returned to win the Over 50 Intermediate class over Lou Siegal and Bob White. Fortunately for Pratt, Paul Carruthers isn't over 50 years old.

Old Ed Meagor proved you can be old and still win, as he topped the Over 60 Novice class over Hank Cosio and Rich Mayer. Joel Hansen took his Can-Am to first in the Sportsman 125cc Novice class with a 1-2 count over Lawrence Augustine, who was making his racing debut, and Jim Atkins.

Hansen repeated in the Sportsman 250cc Novice class, winning both motos on a Honda, with Carlos Romero second over Todd Badham and Scott Brophy. Romero would return to top the Over 30 Novice class, ahead of David Starr and Brophy.

Todd Kohlmeister took his Maico 400 to both moto wins in the Over 40 Intermediate division, with Jerry Winkelbauer turning in a similar pair of twos over Darryl Alcorn, J.P. Morgen and Rick Nicholson.

Butch Cochran ran first in the opening moto of Premier Open Twin Expert, but he experienced either health or equipment problems in the second round, as he gravitated backward to finish sixth. Mike Atkins, meanwhile, got the holeshot in the second moto to card the overall over Danny Davies and Ken Corpe. Clark Coleman won the Premier 500cc Expert class over Dennis Hansen and Matt Hilgenberg.

Steve Davis won the Over 40 Novice class with 2-1 moto scores over Jeff O'Brien, J.W. Carver, Rich Yamane and John Fulton. In the Over 50 Expert class, it was all Duane James Spence - not too bad for a 63-year-old. Texan Lawrence Lucia took second over John Huegel and Ken Gerard. CN

Hollister Hills SVRA
Hollister, California
Results: October 18, 1998

WMN NOV: 1. Teresa Fonseca (Kaw); 2. Ellen Voermans (Hon); 3. Betsy Crotts-Thombs (CZ).
WMN INT: 1. Janet Borg (CZ); 2. Debbie Poole (CZ).
WMN EX: 1. Peggy Cozart (Hon).
CLSSC 125 NOV: 1. Robbie Cadwallder (Zun); 2. Wayne Rantz (Hon); 3. Gavin Housh (Pen).
CLSSC 125 INT: 1. Scott Fisher (Hon); 2. John Shery (Hus); 3. Morris Stoumen (CZ).
CLSSC 125 EX: 1. Robert Borg (CZ); 2. Ken Gerard (Hon); 3. George Golling (Pen).
CLSSC 250 NOV: 1. Eugene Crawford (AJS); 2. Ron Breshears (Gre); 3. Gil Driscoll (AMF).
CLSSC 250 INT: 1. Jerry Brown (AJS); 2. Gary Cochell (AJS); 3. Darryl Alcorn (Kaw).
CLSSC 250 EX: 1. Robert Poole (BSA); 2. Dirk Murphy (Oss); 3. Joe McCoy (Tri).
CLSSC 500 NOV: 1. Kay Mann (BSA); 2. Eugene Crawford (AJS); 3. Bill Dumas (BSA).
CLSSC 500 INT: 1. Frank Rodgers (BSA); 2. Gary Cochell (AJS); 3. Ken Burningham (BSA).
CLSSC 500 EX: 1. David Boydstun (Hus); 2. Eugene Boere (Tri); 3. Randy Hanson (Hus).
SPTSMN OPEN TW NOV: 1. Gordon Edwards (Tri); 2. Dennis Van Gundy (Tri); 3. Bill Rianda (Tri).
SPTSMN OPEN TW INT: 1. Don Dotson (Tri); 2. Shawn Sage (Tri); 3. Joel Sweeney (Tri).
SPTSMN OPEN TW EX: 1. Matt Bohr (Tri); 2. Terry Hyde (Tri); 3. Tim Henry (Tri).
SPTSMN 125 NOV: 1. Joel Hanson (C-A); 2. Lawrence Augustine (Hon); 3. Jim Atkins (C-A).
SPTSMN 125 INT: 1. Scott Fisher (Hon); 2. Robert Groves (Hon); 3. John Sherry (Hus).
SPTSMN 125 EX: 1. Mike Halpin (Hon); 2. Howard Rantz (Hon); 3. Steve Gibson (Hon).
SPTSMN 250 NOV: 1. Joel Hanson (Hon); 2. Carlos Romero (Yam); 3. Todd Badham (Hon).
SPTSMN 250 INT: 1. Scott Silvia (Kaw); 2. Brent Cain (Hon); 3. Jerry Winkelbauer (Hon).
SPTSMN 250 EX: 1. Don Adams (Hon); 2. Randy Lewis (Oss); 3. Ed Sims (Hon).
SPTSMN 500 NOV: 1. David Starr (Yam); 2. Lynn Shoup (CZ); 3. Bob White (Mai).
SPTSMN 500 INT: 1. Todd Kohlmeister (Mai); 2. Christian Otero (Suz); 3. Charles Ditmore (CZ).
SPTSMN 500 EX: 1. Mike Halpin (Mai); 2. Troy Smalley (Hus); 3. Pat Brown (Bul).
PREM 500 NOV: 1. Hank Wenzel (Nor).
PREM 500 INT: 1. Ken Burningham (BSA); 2. Corky Root (BSA); 3. Terry Pratt (BSA).
PREM 500 EX: 1. Clark Coleman (Mat); 2. Dennis Hansen (BSA); 3. Matt Hilgenberg (Tri).
PREM L/W NOV: 1. Roger Brophy (Gre); 2. Bill Samstag (Gre); 3. Wayne Rantz (Hon).
PREM L/W INT: 1. Randy Hiatt (BSA); 2. Larry Madrigal (BSA).
PREM L/W EX: 1. Allen Wenzel (Gre).
PREM OPEN TW INT: 1. Larry Madrigal (BSA); 2. Marsh Runyon (H-D).
PREM OPEN TW EX: 1. Mike Atkins (Tri-BSA); 2. Danny Davies (Tri-BSA); 3. Butch Cochran (BSA).
30+ NOV: 1. Carlos Romero (Yam); 2. David Starr (Yam); 3. Scott Brophy (Yam).
30+ INT: 1. Scott Silvia (Kaw); 2. Clark Sumner (Suz); 3. Curt Fournier (Hon).
30+ EX: 1. Troy Smalley (Hus); 2. Don Adams (Hon); 3. Steve Parker (Hus).
40+ NOV: 1. Steve Davis (Bul); 2. Jeff O'Brien (Bul); 3. J.W. Carver (CZ).
40+ INT: 1. Todd Kohlmeister (Mai); 2. Jerry Winkelbauer (Hon); 3. Darryl Alcorn (Hus).
40+ EX: 1. Mike Halpin (Mai); 2. Pat Brown (Bul); 3. Randy Lewis (Oss).
50+ NOV: 1. Joe Cook (BSA); 2. Dal Smilie (Hon); 3. Ron Norell (Hon).
50+ INT: 1. Terry Pratt (CZ); 2. Bill Fenstermacher (Hon); 3. Bob White (Mai).
50+ EX: 1. Duane Spence (Hon); 2. Lawrence Lucia (CZ); 3. John Huegel (Yam).
60+ NOV: 1. Ed Meagor (BSA); 2. Hank Cosio (BSA); 3. Richard Mayer (Hon).
60+ INT: 1. Rod Brasel (Bul); 2. Tom Ramey (Hus); 3. Doug Archibald (Hus).
60+ EX: 1. Wayne Sumner (Tri-BSA); 2. Bill McClinton (BSA); 3. Richard McCormick (Hon).

SETRA/MSR Championship Enduro Series, Round 4: Brown Mountain Lights Enduro

Chancey, for sure

By Kenneth King

MORGANTON, NC, OCT. 4, 1998

Neeley Racing's Jason Chancey is making his presence known in a big way.

After a top-three finish in the first three rounds, the Tennessee native showed what he can do when it gets rocky by claiming the overall at the Brown Mountain Lights Enduro in the Brown Mountain ORV Park, with a score of 15 for his first overall win this season.

"It was a good race," Chancey said. "I like this kind of terrain, but I really felt awkward all day. I felt like I never got in my rhythm."

In the number-two spot was longtime SETRA regular Michael Grizzle on his Husaberg 501. He would drop 17 points. Grizzle just finished wrapping up the GNCC Open A-class championship and he is putting all his efforts into the SETRA series.

"My bike worked well," Grizzle said. "I think the four-stroke was the ticket in this type of terrain. The trails were excellent, and they seemed to get better towards the end of the race."

Finishing third overall for the day was Senior A rider Terry "Syrup Man" Hughes, who surprised everyone with his score of 19. He is always a top finisher, but this was his best finish in a while. He would also claim the overall A honors for the race.

"I felt I rode good," Hughes said. "I had fun. I guess luck was just with me today."

Absent from the race roster was KTM's Allen Gravitt. He has been staying at home lately, helping his wife, Jill, who is expecting twins.

The race was held just outside Morganton, North Carolina, and started at the Steele Creek campground. Brown Mountain is the location of the local ORV park, and the Unifour Trail bike club has been promoting the enduro here for 29 years. This year, they used existing trails in the park to make the course, laying out a total of 46 actual trail miles - 25.5 before the gas and 20.55 after. The terrain was what you would expect from the North Carolina mountains: hills and rocks. This race is a prime example of the diversity inherent in the SETRA series: One week you are racing in the mountains, the next you are in the Florida sand.

Conditions on race day would be dusty and hot. Overcast skies helped keep the temperatures down some, but not much. The dust wasn't too much of a problem, except in the faster open trails and fire roads. The first section of the day was a 5.5-miler, with the check-in at 9.6 miles.

Riders got a chance to warm up with five miles of road and trail before the check-in. The trail was rocky and technical, giving everyone a taste of what lay ahead for the rest of the race. Chancey, Ramey, Grizzle and Hughes each posted a two-point loss. Team Green's Ashley Brewer and Tommy Veator dropped three points each.

"The first section was fairly uneventful," Chancey said. "I didn't have any problems. I just tried to go fast."

Grizzle was sandwiched between McRee, who was in front of him, and Chancey, one row behind him. Ramey was riding well, and he seemed to be getting used to his new Gas Gas 250.

"That first section was kind of short," Grizzle said. "My goal was to catch Mitch (McRee). I managed to catch him just before the check."

The second section was a bit longer - close to 11 miles. The trail was a bit on the ragged side, but as the trails are part of the existing ORV park, it was to be expected. This time, Chancey cranked it up and dropped a five, the fastest time through the section.

"I got lucky in the second section," Chancey said. "There was a hill with riders backed up all over it. When I got there, I thought, 'This is it - I'm going to lose the race right here.' But I managed to squeeze by some guys and go up the hill. I saw Grizzle go up, and I followed him. It only cost me a few seconds."

Grizzle would have the next-best time with a six-point loss. At the hill, he almost had the same trouble as Chancey.

"There was a bad bottleneck on this hill," Grizzle said. "I worked my way through the traffic and saw this rock face. I looked back and saw Jason (Chancey) and just nailed it."

Team Green rider Brewer was next, with a score of seven, matched by Yamaha-mounted Hughes. Kawasaki's Veator dropped nine. Ramey saw his chances at the overall fade when he experienced brake trouble in the section, causing him to drop 11 points.

It was on to the gas stop and the start of the second half. The first timed section was six miles long. Once again, it was Chancey, Hughes, Ramey and Grizzle posting matching scores, all dropping three points. Veator and Brewer dropped four.

"I barely missed having a two in the third section," Chancey said. "I saw them flip the cards. I didn't know who had what. I knew Franklin was down on points because of brake problems. I didn't know what Michael had - I just knew we tied in the section."

Grizzle had a problem or two in the section.

"I crashed hard in the section after the gas," Grizzle said. "I went into a corner too hard and went over the bars. I got up and hit panic mode - I just rode wide open. It was my worst crash of the day. The trail was the best of the day. It was a fresh fire break, not many rocks."

"I grew up riding this kind of stuff, so I suppose I'm kind of used to it," Hughes said.

The final section of the day was seven miles of tighter, more technical terrain. Chancey was the only rider to drop a five there. Hughes dropped six, as did all the other AAs.

"Jason was riding good in that last section," Grizzle said. "He caught me just before the check."

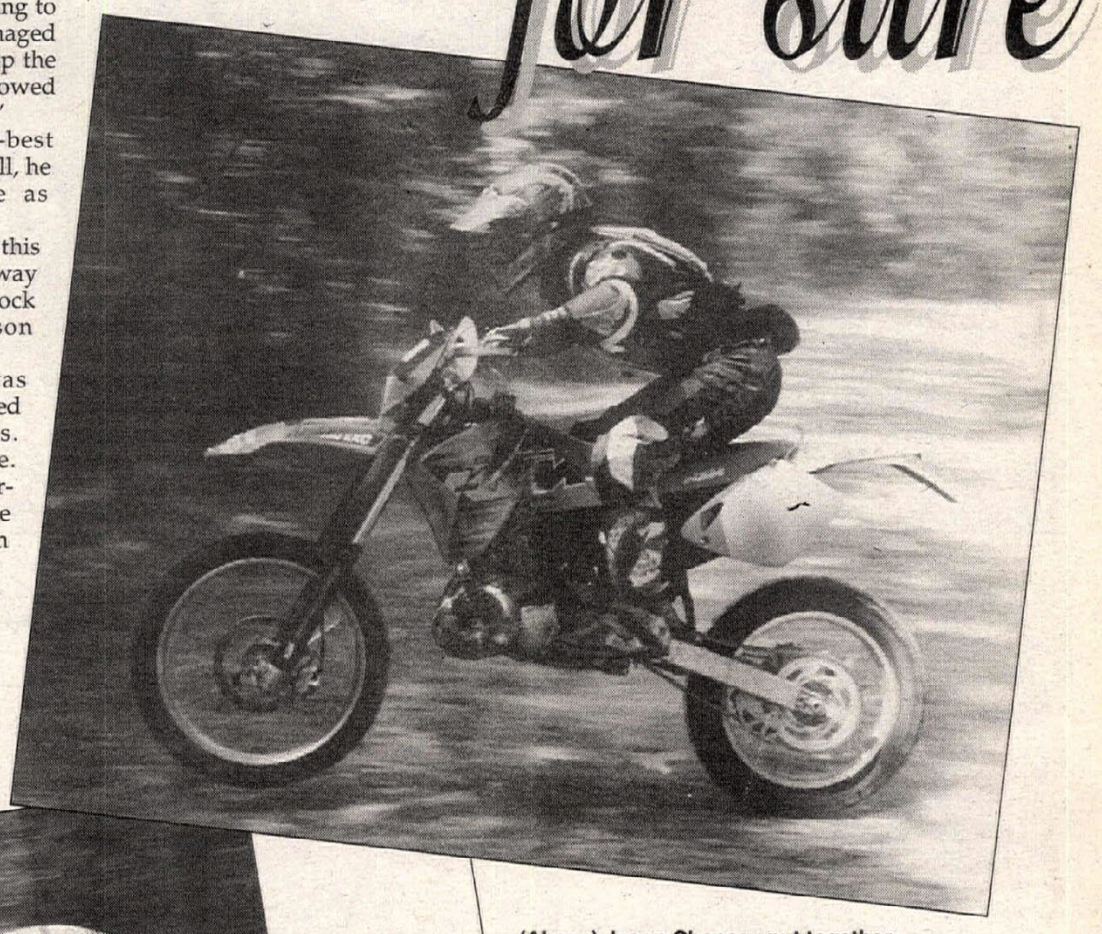
"I haven't been riding much lately, and this race was short enough that I didn't get tired," Hughes said.

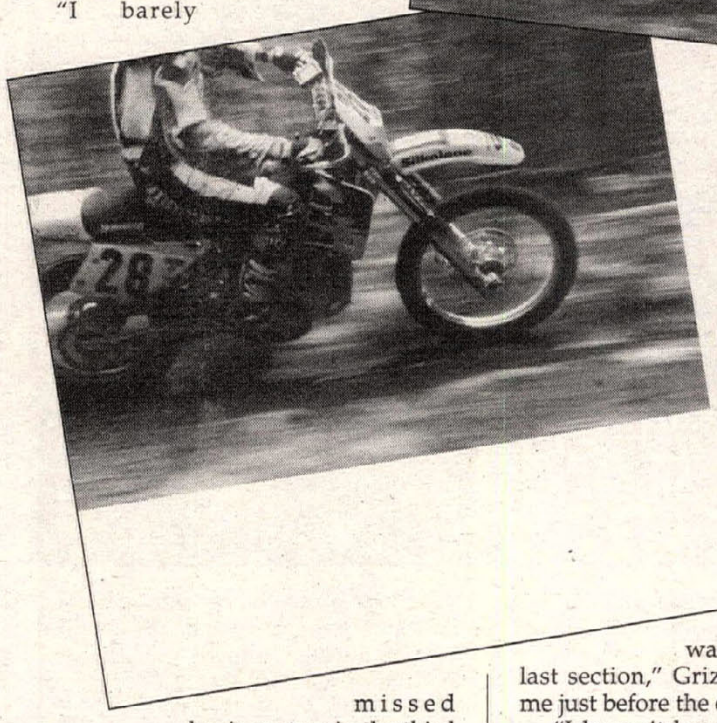
Brewer, always a top contender, was not having one of his better days.

"I couldn't get it together all day," Brewer said. "I was just off. I should have rode a lot better. Things just didn't go well for me today."

"You know, for some reason I never felt like I was going good all day," winner Chancey said. "I tend to do better in this type of stuff than I do in the Florida sand. I just had a good ride. I really want to thank Neeley Racing and Moose for their support."

This makes only the third overall win of Chancey's career, and he seems to be getting faster with each race. CN



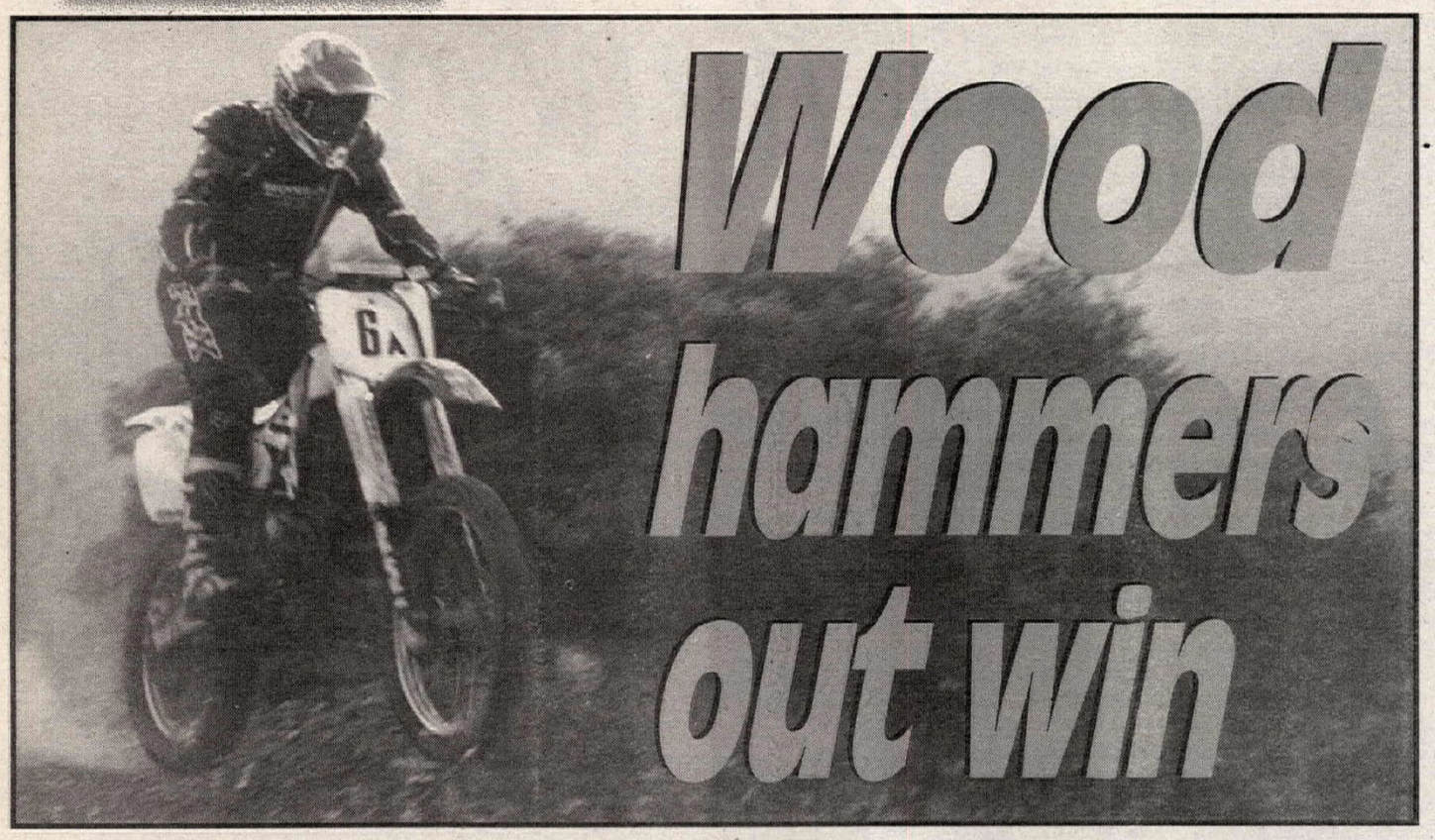


(Above) Jason Chancey put together some great runs in the later sections of the SETRA/Brown Mountain Lights Enduro and came away with the overall victory.
(Left) After already having clinched a GNCC class championship for 1998, Mike Grizzle thumped his Husaberg to second overall and first in the AA class at Brown Mountain.

Brown Mountain ORV Park
Morganton, North Carolina
Results: October 4, 1998

O/A: 1. Jason Chancey.
O/A A: 1. Terry Hughes.
O/A B: 1. Mike Douglas.
O/A C: 1. Scott Mount.
AA: 1. Michael Grizzle; 2. Ashley Brewer.
200 A: 1. Martin Pruett; 2. Mark Thompson; 3. Jason Moody.
250 A: 1. Steven Smith; 2. Don Baxley; 3. Travis Hayes.
OPEN A: 1. Steve Hardeman; 2. Darryl Moody; 3. Doug Ritchie.
200 B: 1. Andy Dean; 2. Wilson Cagle; 3. Jay Lagroon.
250 B: 1. Kim Watson; 2. Wes Vinyard; 3. Scott Byrd.
OPEN B: 1. Chris Doran; 2. Eddie Royals; 3. Bruce Yarbrough.
200 C: 1. Tommy Byrd; 2. Sam Nelson; 3. Dusty Tindall.
250 C: 1. Jason Brock; 2. Jeff Marzolf; 3. Kevin Green.
OPEN C: 1. Doug Colter; 2. John Fisher; 3. Paul Girard.
4-STRK A: 1. Jeff Harris; 2. Jim Sparrow; 3. Frank Anello.
4-STRK B: 1. Paul McColl; 2. Rick Spivey; 3. Johnny Thomas.
4-STRK C: 1. Dwight Sutphin; 2. Aaron Major; 3. Allen Young Jr.
GLDN MSTR: 1. James Bransford; 2. Joe Haley; 3. Richard Smith.
MSTR A: 1. Ron Hale; 2. Bruce Triplett; 3. Joe Van Seeters.
MSTR B: 1. Steve Huggins; 2. Michael Thompson; 3. Bill Watkins.
MSTR C: 1. Ben Cheatwood; 2. Tommy Neal; 3. Frank Amos.
SR A: 1. Mitch McRee; 2. Phil Ellis.
SR B: 1. Clint Johnson; 2. Michael Saravalli; 3. Frank Shoenbeck.
SR C: 1. John Lytie; 2. Mitch Andrews; 3. Steven Lewis.
S/SR A: 1. Robert Neely; 2. Joe Royal.
S/SR B: 1. Barry Lee; 2. Richard Shipner; 3. Doran Carroll.
S/SR C: 1. Ricky Peterson; 2. David Heath; 3. Sonny Roberts.
VET A: 1. Johnny McCoy; 2. Robert Pearson; 2. Jeff Burchfiel.
VET B: 1. William Prosser; 2. Greg Gibson; 3. Roy Wood.
VET C: 1. Greg Tindall; 2. Mel Smith; 3. Marvin McCarson.
WMN: 1. Sue Heath.

Northern California Championship Enduro Series, Round 8: Jackhammer Enduro



Wood hammers out win

By Jill Ashworth Patterson

FOUTS SPRINGS, CA, OCT. 18

CRE-mounted Dave Wood claimed the overall and AA-class titles at the 28th annual Jackhammer Enduro, held at Fouts Springs. Wood's speed and expertise in choosing which line to ride - sometimes in near-zero-visibility dust - helped account for a three-point win over second overall and AA-class finisher Craig Wesner.

The round-eight win is Wood's third in the Northern California Championship Enduro Series.

The Oakland Motorcycle Club sent 182 riders out onto a 97.1-mile, two-loop course, designed by members Brian Jagger and George Keeran. The first riders started at 7:30 a.m., before the sun was shining.

The first loop was nearly all technical sections and tight trails. It had one special test between checks one and two, where all the top riders dropped three or more points.

Wesner checked out of the test with the best time of 3.154, followed by Wood's 3.163. Brian Butler, who took third overall and the AA-class honors, was next with 3.169. Erik Kohler squeezed his 3.173 in front of Tim J. Stowe's 3.174, and the next-fastest time was Jason Gerbi's 3.200.

At check three, Wesner was still in the lead; then his computer failed. He lost two points at check four, which put him into second place - behind Wood, who carded a one.

"Somewhere about mile 28 I started riding blind, but Brian (Butler) was on the minute ahead of me, so I was able to get a good key off him," Wesner said.

Gerbi, who also only dropped one point at check four, moved into third, pushing Butler back to fourth. Kohler and Stowe settled into the fifth- and sixth-place positions.

High speed averages, tight trails and dust - lots of dust - kept riders alert.

"I had a real wake-up call in the dust, where a downed tree was on the blind side of a tight corner," Wood said. "The choice was, make an instant stop or hit it. It was too big to ride over."

Wood was able to stop.

Several other riders also talked about some fallen trees along one trail and in the dusty conditions. Some were able to avoid the logs, but others weren't so lucky.

"Before I could see a downed tree by the trail," said Dave Froman, fourth AA-class finisher, "I was going over my bars. I landed hard."

"Other riders were awesome about pulling over to allow faster riders pass in such extreme dust," noted Wood.

A long trail down Letts Ridge in the Mendocino National Forest led riders to the gas stop at 48.5 miles.

Loop two was designed to test rider's endurance with its steep, rocky downhills, tough horsepower uphills, and speed averages that varied between 19 and 48 mph.

Check six was the check-in for special test number two. Before riders got to the end of the test - at check seven - they had to cross Hyphus Creek and get out of "No Way Out Canyon."

A tough uphill turned out to be the cause an unusual bottleneck for the A riders. Several riders quickly named it "the hill from hell."

"I love a race where you can see A riders all over the place," Butler said. "The Bs must be hating it."

"There were As all over that hill, stacked like cardboard," Froman observed.

It took many riders more than two attempts to make it up that hill. Several were houred-out by the time they made it to check seven. Some never made it, opting to go back out on the same trail they took in.

Wood said that there were two or three riders stalled on the hill when he got there.

"I just picked a different line, put it into second gear, and wheelied right by," Wood said.

The scores at check seven changed the order of the six leading riders. Wood secured his lead with a 0.14. Butler jumped to second with a 0.26, and Wesner's 1.69 put him in third. Gerbi dropped into fourth with a 1.39. Stowe's 1.49 moved him into fifth, while Kohler fell back to sixth by adding 1.76 to his score card.

Riders then had some fast trails, fire roads and some free time before the last special test, which ended at check 10, the final check. The only other position change between the top riders occurred at check eight, where Wesner dropped one point and Butler dropped two.

Wood finished with a card showing 10.286, and Wesner had a final score of 13.341. Butler's 14.326 kept him ahead of fourth overall and first A 250cc-class winner Gerbi's 14.379. Stowe held on to fifth with a 15.357, just two seconds quicker than sixth-placed Kohler's 15.359. CN

(Above) Dave Wood tiptoed his way through the dusty conditions to win the NCCE Series Jackhammer Enduro in Northern California.
(Below) Craig Wesner (right) rides around Rod Kreiss en route to a second overall finish.
(Bottom right) Brian Butler rode to a third-place finish.

Jackhammer Enduro
Fouts Springs, California
Results: October 18, 1998

O/A: 1. Dave Wood (CRE); 2. Craig Wesner (Kaw); 3. Brian Butler (Hon); 4. Jason Gerbi (Hon); 5. Tim J. Stowe (Suz).

AA: 1. Dave Wood (CRE); 2. Craig Wesner (Kaw); 3. Brian Butler (Hon); 4. Dave Froman (Kaw).

A 200: 1. Roderick Kreiss (Suz); 2. Rob Zimmerman (KTM); 3. Robert Wynn (KTM).

A 250: 1. Jason Gerbi (Hon); 2. Tim J. Stowe (Suz); 3. Erik Kohler (Yam); 4. Ben Hatch (Hon); 5. Eric DuCray (Yam).

A 4-STRK: 1. Glenn Martinson (KTM); 2. Jason Howe (Hon).

A OPEN: 1. Brodie DeMartile (Hon); 2. Michael Behrens (KTM); 3. Dean Reed; 4. Mike Simmons (Hus).

A VET: 1. Marc DeMarco (KTM); 2. Eric VonUrff (Hon); 3. Ben Gledhill (Kaw); 4. Bill Jarvis (Hon); 5. Kirk Goddard (Yam).

A SR: 1. Scott Reynolds (Hon); 2. Dale Greenhalgh (KTM); 3. Wayne Hatch (Kaw); 4. Jon Ellis (Hus).

A S/SR: 1. Peter Prichard (KTM); 2. Jeff Carr (Hon).

B O/A: 1. Troy Bartle (KTM); 2. Chris Thomas (Hon); 3. John Poor (Hon); 4. Joey Silva (Kaw); 5. Darrell Bishop (Hon).

B 200: 1. Chad Grass (Hon); 2. Bobby Thomson (Kaw); 3. Kent Jenkins (Kaw); 4. Russ Greenfield (Hon).

B 250: 1. Chris Thomas (Hon); 2. Joey Silva (Kaw); 3. Mike Jura (Hon); 4. Heather Wilson (Kaw).

B 4-STRK: 1. John Poor (Hon); 2. Darrell Bishop (Hon); 3. Dave Clemons (Yam); 4. Greg Ruffoni (Hon); 5. Chuck Wolfsen (Hon).

B OPEN: 1. Joseph Relht (KTM).

B VET: 1. Troy Bartle (KTM); 2. Ley Wilson (KTM); 3. Ron Wigington (Hon); 4. Kevin Morris (KTM); 5. Kevin Brann (KTM).

B SR: 1. Dan Jennings (Suz); 2. Alan Plumbridge (Kaw); 3. Nick Nicholson (KTM).

C O/A: 1. Michael Phair (Yam) 2. Harvey Schuler (Yam); 3. Brian Hammers (Hon); 4. Joshua Anello (Yam); 5. Jeff Schultze (Hon).

C 200: 1. Darrell Judy (Kaw); 2. Ryan Bird (Hon).

C 250: 1. Michael Phair (Yam); 2. Brian Hammers (Hon); 3. George Smyrniotis (Hon); 4. Mike Middleton (Yam).

C 4-STRK: 1. Joshua Anello (Yam); 2. Paul Murphy (Hon); 3. Kevin Ruffoni (Hon); 4. Joe Perry (Hon); 5. Darrin Williams (Yam).

C OPEN: 1. Brian Bushman (Yam); 2. Russ Johnson (Kaw); 3. Jon Klapp (Yam).

C VET: 1. Jeff Schultze (Hon); 2. Paul Carr (KTM); 3. Brody Borgogno (KTM); 4. Matt Carr (KTM); 5. David Ice (KTM).

C SR: 1. Harvey Schuler (Yam); 2. Steve Maionchi (Yam); 3. Reggie Kesecker (Hbg); 4. Steve Nichols (Hon); 5. Hugo Zwetsloot (KTM).

C S/SR: 1. Meurig Davies (Kaw); 2. Bruce Webbon (Hon); 3. Brad Bird (Hon); 4. K.R. DeBree (KTM); 5. Bruce Saxton (Yam).

Mike Lafferty lands Lumis win

By Mark Uth

LUMISTOWN, NJ, OCT. 18

National Enduro champ Mike Lafferty got the overall win at the ECEA Lumis Mill Hare Scrambles with a wire-to-wire victory; however, Fred Hoess took center stage, as his second-place finish clinched the 1998 Series Championship for the Suzuki rider. The Bromley Suzuki/Answer/WER-backed Hoess almost won the overall, too, after being knocked down at the start and coming from behind to challenge Lafferty in the last moments of the final lap.

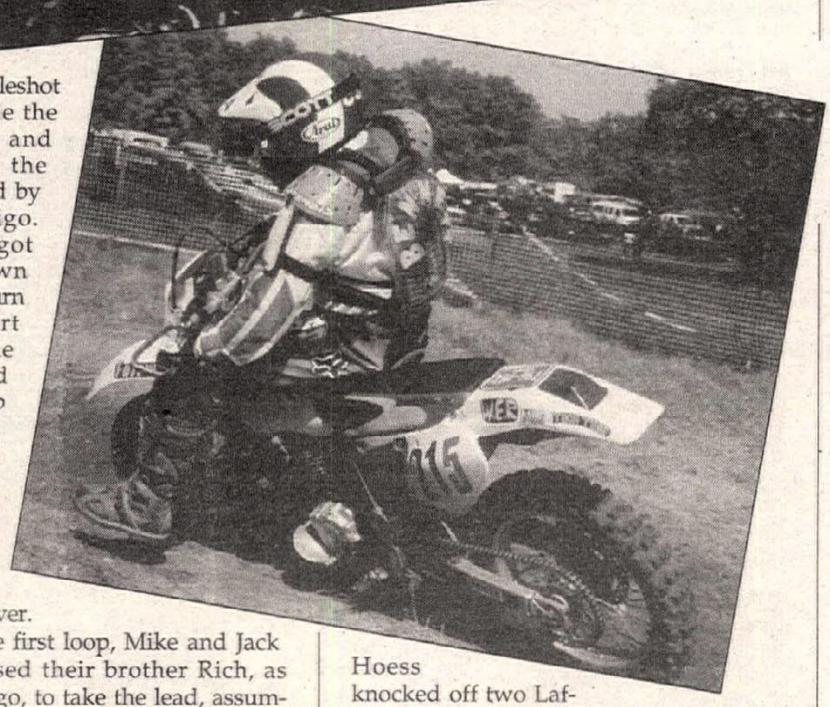
For Lafferty, it seemed like it was another day at the office. Riding a KTM factory-sponsored 1999 250 EXC, Lafferty got a top-five start and was soon at the front of the pack, a position he hoarded for the race's duration. He enjoyed a lead that was comfortable enough to even pull into the pits after the fourth and fifth laps so that cooling water could be poured onto his cooking rear-brake caliper. However, it wasn't to be quite that easy, as Hoess closed during the fifth lap and was only 20 seconds behind at the start of the sixth lap. Hoess made a strong run at the top position during the final trip around the 8-mile course, centering Lafferty in his sights less than a mile from the finish. Sneaking up on Lafferty, Hoess had one ill-fated shot at a pass.

"I think that Mike was just cruising, not realizing that I had caught up," Hoess said. "When the timing was right, I tried an outside pass, got up even with him and thought I had it. Then *wham!* I pegged a stump, got squirrelly and had to back off. Mike stepped it up after that and we freight-trained into the barrels."

The two riders sprinted in, finishing 1-2, literally tire to tire. Honda XR250 rider Kevin Bennett rounded out the podium, carving his way to a third-overall finish on his near-stock Honda thumper.

A three-event card was scheduled for the day, which included ATV and Youth heats, followed by the motorcycle main event. All told, some 200 riders entered - a number no doubt bolstered by idyllic weather conditions that included sunny skies, light breezes and daytime-high temperatures in the mid-70s. The course was laid out in pine and deciduous woodlands that were mostly open, with occasional thick stands of mountain laurel or second-growth pitch pine. Rain that fell earlier in the week had pretty much dried out, making the course somewhat moist at the beginning, but not slick or muddy. The main-event course was comprised of single-track trail, old wood roads, and a few sections of the ATV course. Even the single-track trail was widened considerably, with the expressed intent of promoting passing opportunities. However, this resulted in trail speeds that were considerably elevated, making passing even harder. A number of new sections were cut to route around trail that was rutted up in last year's wet run and connected various trail sections together. These often proved to be the most technical sections of the course.

At the start of the two-hour main event, A and AA classes lined up on the front row, awaiting the gun. Later rows for B, C and specialty classes were started at 30-second intervals afterward. In the Expert start, a pair of KTM riders led the dash to the first turn. Richard Lafferty took the holeshot cleanly, made the first turn and headed into the woods, trailed by Craig Shenigo. Hoess got knocked down in the third turn from the start and, by the time he picked his RM up and restarted, he found himself near the back of the pack. All this was soon to change, however.



(Above) National Enduro Champion Mike Lafferty took the overall win at the ECEA Lumis Mill Hare Scrambles in New Jersey.
(Left) Fred Hoess finished a close second but wrapped up the series championship.
(Below) Kevin Bennett rode his Honda XR250 to third overall.

During the first loop, Mike and Jack Lafferty passed their brother Rich, as well as Shenigo, to take the lead, assuming the 1-2 positions, respectively. Hoess charged through the pack and caught up as well, dogging Richard through the barrels and out into the second lap. Hoess knocked off two Lafferty brothers on the second trip around, dropping Jack to third and Rich to fourth by the end of the second lap. A fading Rich Lafferty got around Jack Jr. soon thereafter, as Jack was having his share of troubles, with extreme blistering on his left hand.

Kevin Bennett found himself hamstrung at the start by his seemingly underpowered stock XR250 mill. Nonetheless, Bennett continued to pick off riders throughout the race, moving into fifth, then fourth, and eventually into the third-place position. He passed a hurting Jack Lafferty and eventually passed Richard to assume the number-three slot during the fifth lap, finishing in that position. Rich Lafferty also appeared to be hurting late in the race but still managed to stay in the contest, completing six laps to claim fourth-overall honors. Jack Lafferty had perhaps the most remarkable ride. He momentarily retired after the fifth lap with nearly his entire left thumb raw due to blistering.

"I just can't hold on to my bike any longer," Jack said.

However, having just made the cut-off for a sixth lap and seeing that a good finish was still possible, Jack got some first aid for his hand and then set back out on his Husaberg, being one of the last riders through the barrels. For his effort, he earned sixth overall on the merit of six laps completed. Rounding out the top five overall was Kawasaki KLX pilot Marc Grossman, the only other rider able to complete six laps in the allotted two-hour span.

The two top riders, Lafferty and Hoess, consistently turned in lap times in the 22-23 minute range. Other notable finishers included Dale Hiles, who continued his successful return to racing by pushing his KTM 200 to a first-place finish in the A Light class. A YZ400-mounted Mike McHale took top honors in the combined Four-Stroke class, while Mike Beeler, on a YZ250, earned the first-place trophy in the Veteran class.

In B-class action, top finishers in the B Light and B Heavy classes were Lew Robbins and Dave Nash, respectively. Novice-class riders Chris Schischkin and Mike Melniczuk claimed top honors in the Novice Light and Heavy classes. CN

ECEA Lumis Mill Hare Scrambles
Lumistown, New Jersey
Results: October 18, 1998

O/A: 1. Mike Lafferty (KTM); 2. Fred Hoess (Suz); 3. Kevin Bennett (Hon); 4. Rich Lafferty (KTM); 5. Marc Grossman (Kaw).

A 0-249: 1. Dale Hiles (KTM); 2. Craig Shenigo (KTM); 3. Michael Sigety (G-G); 4. Greg Davies (Yam); 5. Todd Quinn (Kaw).

A 250+: 1. Michael Lafferty (KTM); 2. Fred Hoess (Suz); 3. Kevin Bennett (Hon); 4. Rich Lafferty (KTM); 5. Marc Grossman (Kaw).

0-249: 1. Lew Robbins (Suz); 2. Robert Mikulski (Hus); 3. William Hess (Kaw); 4. Ron Decaro (Yam); 5. Brian Bagby (Yam).

B 250+: 1. Dave Nash (Kaw); 2. Chris Vecchione (Kaw); 3. William Gilbert (Yam); 4. Lance Thomson (Hon); 5. Jim Shainline (Hon).

C 0-249: 1. Chris Schischkin (Kaw); 2. Frank Lupperger; 3. Chris Watters (Kaw); 4. John Dobrosky (Yam); 5. Ryan Boyd (Kaw).

C 250+: 1. Michael Melniczuk (KTM); 2. Richard Stewart; 3. Gary Clark; 4. William Bailey (KTM).

4-STRK: 1. Mike McHale (Yam); 2. Douglas Groff (Hus); 3. Steven Pfeffer (Yam); 4. Daniel May (Hon); 5. Wayne Mason (Hon).

VET: 1. Michael Beeler (Yam); 2. Ron Lucas (KTM); 3. Anthony Sutton (Kaw); 4. Joseph Dublas (Yam); 5. Sal Crocevera (Kaw).

SR: 1. James Gunselman (Yam); 2. Stu Crouch (Hon); 3. David Hurley (Kaw); 4. Gary Noble (Hon); 5. Gary Craner.

S/SR: 1. Jack Lafferty Sr. (KTM); 2. Rich Trader (KTM); 3. Tom Ebersole (CRE); 4. Rocco Spano (Yam); 5. Lindsey Pirie (Hon).

YTH A (10-11): 1. Dylan Montanaro; 2. Eddie Scott; 3. Chase Compton (Hon); 4. Nick Spano (Kaw); 5. Joshua Mangini.

YTH B (12-15): 1. Jimmy Maul (Kaw); 2. Kyle Dease (Hon); 3. Evan Bostrom (Suz); 4. Ryan McCana (Hon); 5. Roy Sheppard.

Over The Hill Gang National Series, Final Round

Berg ices OTHG National

By Chris Sanchirico

GORMAN, CA, OCT. 17-18

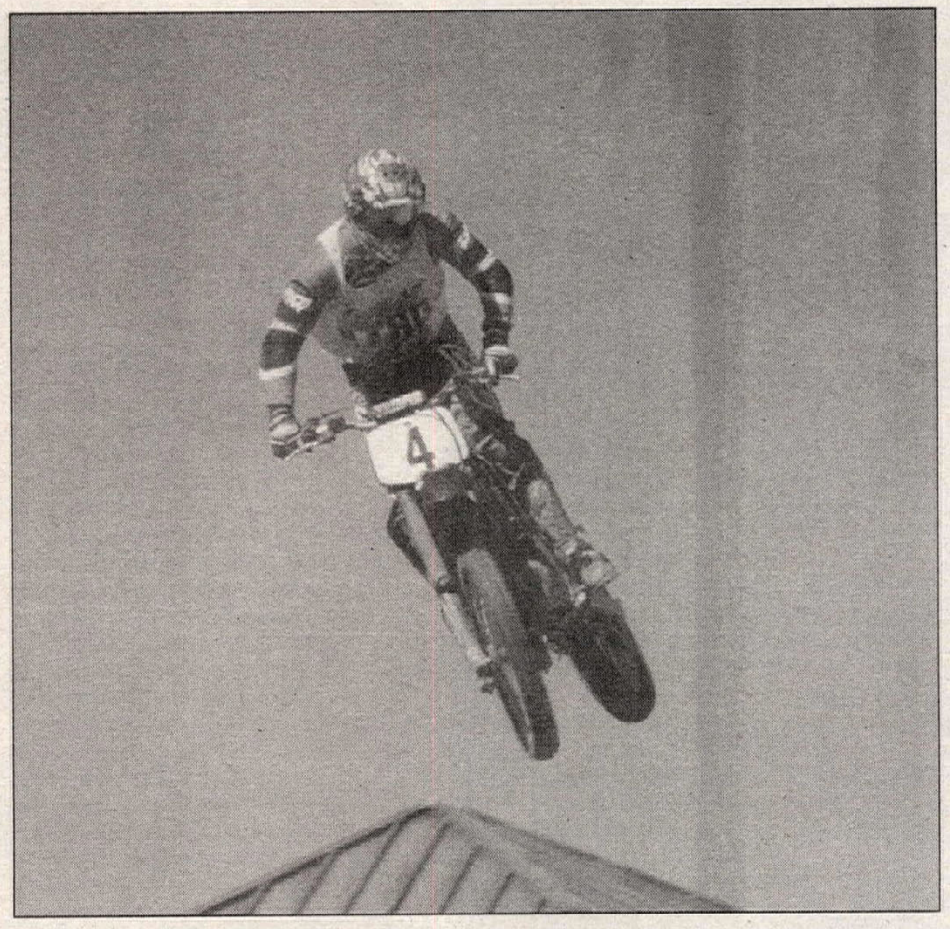
All four chapters of the Over The Hill Gang assembled at Hungry Valley Raceway to compete in the fifth and final round of the OTHG National Series. The two-day, four-moto format saw Motowest/MSR-backed Dan Berg take home the lion's share of the Pro purse. The perfectly prepped and designed Shane Trittler track and beautiful Southern California weather were the perfect combination of ingredients for fantastic race action.

In the Pro class, Berg and Tim Telford waged war throughout the entire event. Berg's Motowest-backed Gas Gas looked incredibly fast as he ripped up the Hungry Valley terrain. Berg's machine grunted with power as he absconded with the holeshot in two of the four motos, claiming he hardly ever had to shift the four-speed bike on the lengthy track. Telford can attest to the speed of the Gas Gas, as he found himself watching Berg's rear wheel disappear on several occasions. The race action resembled the old fable of the turtle and the hare, as Berg would launch into the lead and quickly establish a cushion. But late in the moto, Telford not only managed to erode that lead, he went on to victory.

And that was the scenario for the first three motos.

The Dick Allen Honda-backed Telford had the overall within his reach going into the final moto, with a perfect 1-1-1 to Berg's 2-2-2, but disaster struck for Telford in the final moto. Coming out of turn two and into the small whoop section, Telford hit a false neutral that sent him flying over the bars. He remounted in dead last, and Berg seized the opportunity to take the win and the overall. Telford salvaged 10th in the moto for fourth overall. Putting in a very impressive and consistent ride was the KX500-mounted Randy Pockrandt. The Sierra Chapter Pro went 3-4-3-2 for the third and final podium position.

In the hotly contested Intermediate class, 24 riders lined the gate to decide who would be National Champion. Bellflower Yamaha-backed Scott McDonough proved to be king of the class, winning all four motos on the weekend en route to the overall honors. It didn't matter where McDonough gated - by the third lap he had the lead, and he looked to be a bit much for the class. The real action was the war for second place between Brett Flory and Michael Renner, both from the San Francisco area. As the duo banged plastic on several occasions in each moto, they were never separated by more that one position as they battled in all four motos, passing each other countless times. Even their starts were almost identical, as the two had to weave through the field or run up front together. At the conclusion of the weekend, the two tied for second place overall with 11.



Dan Berg flies off a Hungry Valley Raceway jump en route to winning the Pro class in OTHG action at Gorman, California.

DH Cycles-backed Flory narrowly edged Renner by virtue of the tie-breaking last moto. Flory went 3-3-3-2, with the Fox Racing/Zoom Cycles-backed Renner going 2-2-4-3 for third overall. CN

Hungry Valley Raceway
Gorman, California
Results: October 17-18, 1998 (Round 5 of 5)

BEG: 1. Mitch Friedman; 2. Jeff McEntee; 3. John McCarrol; 4. Armando Aguilar; 5. Steve Mangione.
NOV: 1. Jacques German; 2. Brian Thienee; 3. Rich Dandolo.
INT: 1. Scott McDonugh; 2. Brett Flory; 3. Mike Renner; 4. Sammy Marrin; 5. Bud Leahey.
EX: 1. Fred Nicholas; 2. Chucky Gilmore; 3. Christopher Joseph Sanchirico; 4. Brian Allen; 5. Chuck Bennet.
38+ BEG: 1. Ed Sherman; 2. Reid Franke; 3. Don Reed; 4. Bob Kosovilka; 5. Bill Bouman.
38+ NOV: 1. John Adams; 2. Gary Juola; 3. Steve Evans; 4. David Cooley; 5. James Holman.
38+ INT: 1. Jim Roth; 2. Mark Avery; 3. Joe Stem; 4. Marty Westerman.
38+ EX: 1. Cliff Coates; 2. Tim McArdle; 3. James Coppedge; 4. Stan Townsend; 5. G.G. Scheidler.
38+ PRO: 1. Willy Kennedy; 2. Rick Johnson; 3. Joe Root; 4. Allen Delarge; 5. David Fontez.
PRO: 1. Dan Berg; 2. Randy Pockrandt; 3. Tim Telford; 4. Mike Johnson; 5. John Varner.
SUP: 1. Chris Sanchirico; 2. Spruce Criswell; 3. Jordan Borroughs; 4. Rick Johnson; 5. Walt Bennett.

AMX Grand Canyon State C'ship Series, Round 5

Hamman hammers Ocotillo MX

By Johnny Whiteboots

ELOY, AZ, OCT. 18

Ryan Hamman used a perfect 1-1 moto score to capture his first career 125cc Novice overall win on a beautifully sunny Sunday at Southern Arizona's Ocotillo Raceway. Racing his Thor/Wiseco/Pro-Circuit-backed Honda in the Grand Canyon State Championships, the win improved his momentum and his chances of achieving his goal of becoming Arizona State Champion for 1998.

The gate fell for moto one, and Jeremy Lastovica led everyone out of the first turn, followed by Hamman, Ilan Grossman, Brian Schott, Jason McTygue and the rest of the pack. Everyone was working hard to maintain their positions and looking for opportunities to pass, but the order remained unchanged up front. Hamman was pressuring Lastovica all around the track during lap two, and the two riders had pulled away from Schott and McTygue and the rest of the tightly grouped pack.

Disaster befell Lastovica on lap three when he crashed coming out of the tight left-hand turn in the back, allowing Hamman into the lead. Grossman, Schott and McTygue also got by before Lastovica could remount and resume the race. Lap four saw Schott working hard to find a way around Grossman, as Hamman was pulling away with a comfortable lead of five bike lengths. Schott worked the outside of several turns, but Grossman wasn't giving up the position easily and maintained his second-place position.

During lap five, it was clear that Grossman was holding up the train of Schott, McTygue and Lastovica, as they were trying to get around on both the inside and the outside at the same time. Diving into the triple step-down known as "The Pit," they were three wide. Coming out over the big double, McTygue held on the throttle longer and moved from fourth to second. Grossman managed to hold off Schott for third place. At the line, Hamman brought out the white flag, followed by McTygue, Grossman, Schott, Lastovica and the rest of the field. Suddenly, McTygue let off and pulled off the track, going from second to fifth.

"I thought I saw the checkered flag when I went by the flagman, but when everyone blew by me, I took a second look, saw the white flag, and got back on the gas," McTygue said later.

Grossman had regained his original second-place standing, but he couldn't hold off Schott after bobbling in a turn. The tight left-hander in the back must have been trouble, as McTygue swapped and wadded coming out of the turn. To add injury to insult, he went down right in front of Schwanbeck, who had nowhere to go and ran over him. At the finish, it was Hamman by several seconds ahead of Schott, Grossman, Lastovica and the rest of the field.

The crowd pressed up against the fences in anticipation of moto two for the 125cc Novices, and they got their money's worth right from the drop of the gate. Lastovica nailed a great jump off the gate and looked to have the holeshot going into the first turn, but Hamman drove deep on the inside line and came out in the lead, followed by Lastovica, Grossman, Aston, Justin Myers and the rest of the pack. Lastovica raced hard, showing a wheel every chance he could get, but Hamman maintained a cool head and protected his lines and the lead.

As in the first moto, the pair of racers pulled to several bike lengths ahead of the pack. Third-placed Grossman and fourth-placed Myers also pulled a gap over their nearest competition.

McTygue was in fifth and was being dogged by Brad Millikan, Schwanbeck and Kyle Off. Myers set up Grossman perfectly and passed him over the finish line to start lap three. Schwanbeck found a way around Millikan, but he couldn't make it stick, as Millikan passed him back at the line to start lap four. This was turning into the best battle on the track, as Schwanbeck passed Millikan again to take sixth place.

Back up front, it was a battle royal between Hamman and Lastovica, who had found Hamman's only weakness: the tight left-hander in the back. Lastovica dived to the inside on lap five and pulled alongside, but Hamman shut the door and continued to lead. McTygue managed to drive inside Grossman in the sweeper after the 90-foot tabletop and passed him to take fourth place. The white flag came out for the leaders, and it seemed to charge up Lastovica, who applied even more pressure on Hamman. He pulled up again in the back section, but Hamman maintained. He pulled up alongside through the whoops, but Hamman had the inside in the next turn. They went side by side over the tabletop, but again Hamman held the inside and railed the turn. At the finish, it was Hamman with a hard-earned second-moto win for the overall on the day. Lastovica was second, Myers a surprising third, McTygue fourth, Grossman fifth and Schwanbeck sixth. CN

Ocotillo Raceway
Eloy, Arizona
Results: October 18, 1998 (Round 5)

50 BEG: 1. Tamara Beaver (Yam); 2. Kenneth Smith (Suz).
50 JR: 1. Paul DeSoto III (KTM); 2. Bradley Waite (KTM); 3. Cole Martinez (Lem); 4. Joseph O'Gara (KTM); 5. Cody Carlson (Lem).
50 (7-8): 1. Mitch Wise (Act).
50 OPEN: 1. Mitch Wise (Act).
60 BEG: 1. Cory Huddleston (Kaw); 2. Ryan Bishop (Kaw); 3. Justin Reiners (Kaw); 4. Jonathan Carroll (Kaw).
60 (9-11): 1. Jeremy Johnson (Kaw); 2. Travis Lumby (KTM); 3. Karl Orr (Kaw); 4. Steve Walker (KTM); 5. Brandon Carlson (Kaw).
60 OPEN: 1. Jeremy Johnson (Kaw); 2. Steve Walker (KTM); 3. Brandon Carlson (Kaw); 4. Travis Lumby (KTM); 5. Ryan Bishop (Kaw).
80 NEVER TROPHY: 1. George Cyrus (Suz); 2. Daniel Wilburn (Suz); 3. Nathan Hollander (Kaw); 4. Michael Lodek (Yam).
80 BEG: 1. Casey Creley (Kaw); 2. Cory Hatch (Kaw); 3. Kody Stephen (Yam); 4. Moe Fuller (Kaw); 5. Cody Huddleston (Suz).

(Above left) Insane air tricks - like this full Cordova by Clifford Adoptante - were the order of the evening at the MCD/FreeRide Motocross Championship at the Orange County Fairgrounds. Mike Jones wound up pulling the biggest check from the $50,000 purse. (Above right) P.A. Allen (12) grabbed the holeshot at the start of the 250cc/Open A class during the opening round of the Mid-South Winter Series in Greenville, Kentucky.

80 (7-11): 1. Chris Blose (Yam).
80 (12-13): 1. Sean Shelton (Kaw); 2. Jake Alexander (Kaw); 3. David Penski (Hon); 4. Mike Beaver (Suz).
80 (14-16): 1. Michael Blose (Yam); 2. Brandon Schlensig (Yam); 3. Matt Madden (Kaw); 4. Robby Bolan (Kaw); 5. J.C. Keenum (Kaw).
80 OPEN: 1. Michael Blose (Yam); 2. Brandon Schlensig (Yam); 3. Chris Blose (Yam); 4. Matt Madden (Kaw); 5. Robby Bolan (Kaw).
WMN: 1. Tamra Madden (Kaw); 2. Jenny Clark (Yam); 3. Tarrah Johnson (Yam).
B/BK NEVER TROPHY: 1. Brad Pugh (Yam); 2. Kyle Danielson (Yam); 3. Jim Mitchell (Hon); 4. James Scherman (Hon); 5. Charlie Danielson (Hon).
125 BEG: 1. Chris Pederson (Kaw); 2. Chris Moon (Yam); 3. Joshua Reed (Yam); 4. Joshua Schuetta (Hon); 5. Robert Scolli (Yam).
125 NOV: 1. Ryan Hamman (Hon); 2. Jeremy Lastovica (Yam); 3. Ilan Grossman (Kaw); 4. Justin Myers (Yam); 5. Brian Schott (Yam).
125 INT: 1. Nick Beaver (Suz); 2. Shawn Schwanbeck (Yam); 3. Andy Clark (Yam); 4. Jason Burt (Kaw); 5. Josh Wagner (Yam).
250 BEG: 1. Steve Hendrix (Hon); 2. Neil Kotelman (Suz); 3. John Carroll (Yam); 4. Kody Klinger (Hon); 5. Kirk Dent (Yam).
250 NOV: 1. Jeremy Lastovica (Yam); 2. Mark Mortensen (Yam); 3. Lupe Aguayo (Yam); 4. Tim Westhafer (Suz); 5. Andrew Barry (Hon).
250 INT: 1. Nick Beaver (Suz); 2. Karl Adams (Hon); 3. Josh Wagner (Yam).
250 PRO: 1. Ted Campbell (Suz); 2. Ryan Mortensen (Yam); 3. Tom Stuckey (Hon); 4. Ray Penski (Hon); 5. Justin McMurrich (Kaw).
OPEN BEG: 1. Todd Scoggins (Hon); 2. Brandon Fickett (Yam); 3. Jason Hickman (Hon).
25+ VET NOV: 1. Steve McFerrin (Kaw); 2. Troy Lang (Hon); 3. Soren Molina (Yam); 4. Andrew Barry (Hon); 5. Kenny Porter (Hon).
30+ SR BEG: 1. John Carroll (Yam); 2. Jack Smithson (Kaw); 3. Terry Smith (Yam); 4. Ignacio Rivera (Suz).
30+ SR NOV: 1. Scott Hollenbeak (Hon); 2. Rich Schauwecker (Yam); 3. T. Carlson (Kaw); 4. Paul Dunne (KTM); 5. Richard Miller (Kaw).
30+ SR INT: 1. Karl Adams (Hon); 2. Todd McRee (Kaw); 3. Doug Goodman (Hon); 4. Tom Franz (Hon).
30+ SR PRO: 1. Jonnie Deremo (Yam).
40+: 1. Charles Quiroz (Hon); 2. Tom Franz (Hon).
B/BK OPEN: 1. Kory Taylor (Yam); 2. Tyson Brown (Yam); 3. Ryan Hamman (Hon); 4. Lupe Aguayo (Yam); 5. Justin Myers (Yam).

MCD/FreeRide Motocross Championship

Jones clears 10 grand

By Bubba Matthews
Photo by Gary Briggs

COSTA MESA, CA, OCT. 24

SMP rider Mike Jones whipped his Kawasaki to the top of the podium as he collected $10,000 for winning the inaugural MCD/FreeRide Motocross Championship at the Orange County Fairgrounds.

The Malibu-based LXD group produced the event, which featured a landmark $50,000 purse, and brought out the legends of the burgeoning freeriding movement. The podium positions were filled out by SMP's Clifford Adoptante, who picked up $7500, and Fleshgear's Carey Hart, who collected $5000. LXD is the same company that has produced the FreeRide Snowboard Championships and the Vans Triple Crown of Snowboarding. Attendance numbered around 6000 - a near-capacity crowd at this facility, which is normally known for weekly speedway motorcycle events during the summertime season.

Using a new three-discipline format featuring a flattest-whip contest, a step-up competition, and a FreeRide expression session, the riders showed their skills on a multi-jump course designed by former AMA 125cc National MX Champion Micky Dymond.

The evening got off to a flaming start as Trigger Gumm climbed a jump in the center of the arena to spew flames from his mouth. As the well-worn recording of the national anthem lurched to a premature stop, Mike Cinqmars was the first of 18 riders to attempt to qualify for the FreeRide final event later in the night.

The step-up finals featured eight riders qualified from earlier in the day. Jumping from a small take-off jump up over a larger vertical dirt wall, a bamboo bar was added, to be raised incrementally until the last rider could no longer clear it. After the sixth "raise," Jeff Willoh, Mike Jones and Chris Rourke were eliminated, leaving SMP/F&S Suzuki's Tommy Clowers to collect the $1750 bonus for winning the step-up competition.

The flattest-whip event also brought out eight prequalified riders, who would have the opportunity to shock the crowd with their insane, upside-down whips over the arena's big jump. Each rider took two runs, with crowd response determining the winner. After some truly sick attempts, Hart collected $2500 for the flattest whip, with Doug Parsons collecting $1000 and Jones collecting $500 as bonuses.

The FreeRide Finals provided the chance for the top 20 riders to collect their share of the big $50,000 purse, which paid down to 10th position. After Willoh, Ronnie Faisst, Cinqmars, and Rourke threw down the gauntlet, the biggest moves were yet to come.

Adoptante showed he was the master of the full Cordova, pulling off the move twice in his routine. Mixing in a couple of Superman Air moves, landing a Front Fender Step, and getting in a Heel Clicker, can-can, and a big Rear Fender Grab ensured the "Flyin' Hawaiian" second place on the podium and $7000 for the night.

Hart put in a strong performance, starting with a Fender Grab and including two No-Hander/No-Footer moves, a Saran Wrap, a One-Handed Whip and a No-Handed Lander, and finishing off with a new combo Superman/Fender Grab. That was good for third place overall and a $5000 check.

The winning ride of the night was also the last. Jones exploded with a big Cliffhanger, a One-Handed Whip, two Superman Air moves, a Heel-Clicker, a No-Footed Whip, a Front Fender Grab combined with a No-Handed Lander, another huge Whip (leaving the wooden launch ramp already sideways), and finished with an endo over the bars at the step-up jump. All this added up to the fat $10,000 prize for the likable former World Supercross Champion from Export, Pennsylvania. CN

Orange County Fairgrounds
Costa Mesa, California
Results: October 24, 1998

WHIP FINAL: 1. Carey Hart (Kaw) 87.9; 2. Doug Parsons (Yam) 86.3; 3. Mike Jones (Kaw) 86.1.
STEP-UP FINAL: 1. Tommy Clowers (Suz); 2. (TIE) Jeff Willoh (Suz)/Mike Jones (Kaw)/Chris Rourke (KTM).
FREERIDE FINAL: 1. Mike Jones (Kaw) 90.4; 2. Clifford Adoptante (Suz) 88.4; 3. Carey Hart (Kaw) 88.3; 4. Mike Cinqmars (Hon) 85.2; 5. Chris Rourke (KTM) 83.1; 6. Tommy Clowers (Suz) 82.3; 7. Jeff Willoh (Suz) 80.8; 8. Ronnie Faisst (Hon) 79.6; 9. Kris Garsawick (Yam) 77.1; 10. Doug Parsons (Yam) 76.5.

AMA Mid-South C'ship Winter HS Series, Round 1

Ricketts takes Mid-South Winter HS

By Debbie A. Allen

GREENVILLE, KY, OCT. 1

The early-morning sun welcomed the AMA/Pirelli/Parts Unlimited/Moose-sponsored Mid-South Championship Series into its 19th season, with 274 participants entered in the first round. People traveled from Michigan, Ohio, Illinois, Indiana, Mississippi, Tennessee, Alabama, Georgia, New Mexico, and home state Kentucky to get a jump-start on the 12-round series, but it was Modern Tire Bridgestone/Cycle Path-backed Shad Ricketts who claimed the victory over Steven's Sport Center's Blair Bersano and Great Dave's MSR/ TM's John Maschino in the AA class.

Ricketts took the lead at the end of the second lap and maintained it to the finish.

"I just wanted to finish smooth and consistent without getting hurt," Ricketts said.

When the green flag waved for the AA class, Great Dave's/MSR/Silkolene/Maxxis Tire/Pro Taper/TM-backed Mike Sampson grabbed the holeshot by a half a bike length. One minute later, Sarge's Cycle/Oakley's P.A. Allen took charge of the 250cc/Open A start, and Sarge's Cycle's Robert Patterson took the lead over the Vet/Four-Stroke A field. Allen and Patterson continued to lead to the finish.

Sampson continued to lead the race

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RM125

Ask any National-caliber racer. No matter how good you are, you can always dial it up another notch. The same goes with motorcycle manufacturers — we know that even the best bike can always be a little better. Which is why we thoroughly refined the 1999 RM125, front to back, inside and out.

It features new inverted Twin Chamber forks, combining the responsiveness of a conventional design with the strength and rigidity of inverted forks. Complemented by an extensively refined rear shock absorber with more progressive damping, the new suspension provides smooth action on rough, one-line tracks. On wide-open courses, it soaks up the gnarliest bumps, letting you wick it up on the straights with confidence.

The 1999 RM125. One step closer to making you the rider who sets the pace.

With its 1999 engine modified to gain revs more quickly, the RM250 combines smooth, controllable power delivery with potent acceleration.

Take a bike with class-leading top end, give it even better power delivery and refined suspension and what have you got? The 1999 RM125.

RM250

Horsepower. It's only valuable when it gets to the ground. And, with its long-stroke engine and tractable powerband, turning horsepower into quicker lap times is something the RM250 has always excelled at.

For 1999, the RM250 combines smooth power delivery with more kick across the powerband. Its crankshaft has less inertia to allow the engine to rev more quickly, which you'll feel as stronger acceleration, and everyone else will see as a monster roost. To increase mid- to high-rpm power, the cylinder features new port shape and timing, while the PowerJet carburetor has an improved spray pattern. In addition, the exhaust valve has been modified to deliver more consistent power throughout the powerband. And for better engine performance overall, the crankcase's cylinder base intake area has been revised.

With the new RM250, you'll find yourself opening up enough of a gap to break a smile and throw some style into your last lap!

With its championship winning heritage, the RM80 is designed to let racers develop winning ways from their first race on.

RM80

You want to turn winning into a lifelong habit? Get on an RM80. It offers full-size performance in a compact package...perfect for young racers who want to win while they hone their skills.

Its engine features Suzuki's exclusive Automatic Exhaust Timing Control (AETCtm) system, liquid cooling and case-reed induction. That gives it quick, clean throttle response and smooth, controllable power delivery to let you take control on tight tracks.

And it gives you top-end performance you'll appreciate on wide-open courses.

The 1999 RM80, right from the start.

At Suzuki we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. The RM series motorcycles are for closed-course competition use and related practices only.

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SUZUKI

The ride you've been waiting for.

Brandon Forrester (61) grabs the holeshot as the AA class takes off during the final round of the Missouri Hare Scrambles Championship Series at Extreme Sports Park. Mike Windmann (7) took the overall win.

throughout the first and second lap, with Maschino following two seconds behind on the first lap. It seemed that Ricketts was third at the start, but he "got lost in the woods twice on the first lap." Ricketts said he really had to work hard to catch up, and on the second lap he was 13 seconds behind Sampson.

This pace continued until the end of the second lap, when Ricketts took control. Ricketts secured the lead for the next four laps, dropping Sampson to second on the third lap. Maschino and Bersano passed Sampson on the fourth lap, putting Maschino in second and Bersano in third.

"Ricketts was in the lead at the beginning of the last lap," Maschino said. "Sampson then moved into second. Halfway through, we (Maschino and Bersano) passed Sampson."

Then Bersano pressed on for second place - just 14 seconds behind Ricketts. CN

AMA Mid-South Championship Winter HS
Greenville, Kentucky
Results: October 1, 1998 (Round 1)

O/A: 1. Shad Ricketts (Yam); 2. Blair Bersano (Kaw); 3. John Maschino (TM); 4. Mike Sampson (TM); 5. Harvey Whitaker (Kaw); 6. P.A. Allen (Suz); 7. Robert Patterson (Suz); 8. Steve Gordon (Yam); 9. David McWilliams (Suz); 10. Gary Hendricks (Kaw).

AA: 1. Shad Ricketts (Yam); 2. Blair Bersano (Kaw), 3. John Maschino (TM); 4. Mike Sampson (TM); 5. Steve Gordon (Yam).

250/OPEN A: 1. P.A. Allen (Suz); 2. David McWilliams (Suz); 3. Gary Hendricks (Kaw); 4. Chris Hicks (KTM); 5. Chris Sweeley (Kaw).

VET A: 1. Robert Patterson (Suz); 2. Jack Bailey (Hon); 3. Phillip Barker (Hon); 4. Pete Redel (Kaw); 5. Timmy Pool (Kaw).

4-STRK A: 1. Harvey Whitaker (Kaw); 2. Jeff Stoess (Yam); 3. David Zanet (Kaw); 4. Robert Lich (Yam); 5. Cody Maxwell (Kaw).

200 A: 1. Chad Froran (Kaw); 2. John Lenard (KTM); 3. Robbie King (Hon); 4. Brent Mercer (KTM); 5. Clay Hedgepath (KTM).

SR A: 1. Gary Copeland (Kaw); 2. Jerry Castleman (Kaw); 3. Fletcher Lambert (Hus); 4. David Scottow (KTM); 5. Billy Hall (Hon).

250 B: 1. Paul Richey (KTM); 2. David Lousier (Suz); 3. Don Becktell (Hon); 4. Nicholas Tannehill (Kaw) 5. Jason Russell (Suz).

200 B: 1. Louise Gibson (Yam); 2. Rory Alexander (Kaw); 3. Nicholas Fieldhouse (Kaw); 4. James Goodman (Kaw); 5. Alan Westerfield (Kaw).

OPEN B: 1. Thomas Bennett (KTM); 2. Ed Fessler (KTM); 3. Dean Grewe (KTM); 4. Patrick Taylor (KTM); 5. Gene Thurman (KTM).

125 B: 1. Charles Kirby (Hon); 2. Dustin Gibson (Yam); 3. John Gordon (Yam); 4. Joel Byron (Yam); 5. Dean McCrory.

4-STRK B: 1. Phillip Hughes (Kaw); 2. David Ridgway (Kaw); 3. Donnie Rye (Hon); 4. John Jordan (KTM); 5. Will Presson (Kaw).

VET B: 1. Jerry Hardin (KTM); 2. Ricky Whatley (Yam); 3. Paul Allen (Yam); 4. Tom Haines (Kaw); 5. John Glaus (Kaw).

SR B: 1. Mike Taylor (KTM); 2. Ronnie Hakett (Suz) 3. Stuart Ferguson (Kaw); 4. Jesse Carter; 5. Greg Fieldhouse (Kaw).

S/SR: 1. John Giles (Yam); 2. Leon Parker (Yam); 3. Lonnie Watson (Kaw) 4. Don Rye (Yam); 5. Chuck Rhoten (KTM).

250 OPEN C: 1. Kevin Dossett (Hon); 2. Brad Hicks (KTM); 3. Bruce Marks (Hon); 4. Tony Rion (Kaw) 5. Chris Rickard (Hon).

200 C: 1. Eddie Paseur (Kaw); 2. Sean Samber (Hon); 3. Brian Taylor (KTM); 4. Russel Green (Kaw); 5. Charles Jaghab (Kaw)

VET C: 1. Jim Sorrells (Kaw); 2. John Sommer (KTM); 3. Timothy McDaniel (Hon); 4. John Landon (Kaw); 5. Todd Lovett (KTM).

4-STRK C: 1. Joel Gibson; 2. Jarrod Everly (Yam); 3. Eric Meeks (Kaw); 4. Micah Tapley (Hon); 5. Chris Kile (Kaw).

BEG: 1. Nathan Jones (Suz); 2. Kendall Tuck (Hon); 3. Lance Martin (Kaw); 4. Chance Blackwell (KTM); 5. Lonnie Cushing (Yam).

1998 Missouri Hare Scrambles Championship Final round

Windmann's battle, Leivan's war

By Frank Leivan
Photo by Andy Stevens

DREXEL, MO, OCT. 11

In an event that turned out to be the closest battle of the 1998 Missouri Hare Scrambles Championship, KTM rider Mike Windmann held off the charges of defending champion Steve Leivan to claim a one-second margin of victory and stand at the top of the podium for the second time this year. But maybe even more excited than winner Windmann was SCR/Yamaha rider Leivan, who clinched his sixth series championship in seven years.

"It has been a tough year, and it feels really good to get the job done again," Leivan said. "Coming back from a broken wrist this summer and working so hard to get back to where I was before the injury makes me really appreciate this championship."

In winning this year's series title, Leivan becomes the first four-stroke rider to do so.

Round 15 of the series took place at the Extreme Sports Park, near Drexel. A relatively short, 5.8-mile course featured grass-track sections, wooded trails, a short part of the motocross track, and a bottleneck mudhole or two. Virtually the entire trail consisted of ruts, due to massive rains the previous weekend. Lap times for the leaders measured around the 15- to 16-minute mark, with the top six riders going eight laps.

Chris Nesbitt shot his Trelleborg/Answer-backed Yamaha into the lead at the start, with Windmann and Brandon Forrester close behind him. Windmann made an early push for the lead, taking the spot with a good move on the grass-track section. Leivan followed in fourth, while another series contender, Chris Thiele, moved up to fifth.

Leivan was on the move, taking over third when Forrester bobbled in a mudhole and then outbraking Nesbitt at the end of a fire road to move into second. Thiele's push for the win and the series would end before the conclusion of the opening lap, when he lost the front end in a slippery turn and injured his knee. Tanner England moved into fifth by the end of lap one.

Windmann controlled the pace up front, with Leivan right on his back tire as the two worked through the ruts and began to encounter lappers very early in the race. Just a couple of miles before the end of the second lap, Windmann jumped across a muddy ditch that was littered with lappers. Leivan used the same line, but not with as much success, as he crashed and got a sapling tangled in his front wheel.

Windmann's lead after two times around the rutted track measured 17 seconds on Leivan, while Nesbitt was another 30 ticks back - and he had company, in the form of England's Yamaha. Leivan closed the gap on Windmann on lap three and made his bid for the lead by jumping a double on the motocross track that Windmann didn't, and then winning the drag race to the next turn. Leivan would lead through the fourth lap as well.

Leivan entered the pits about 10 seconds up on Windmann after the fourth circuit and stopped for fuel. While in the pits, Leivan was informed of title rival Thiele's departure from the race. Windmann moved around Leivan to retake the lead, while the leading duo moved out to a two-minute cushion over the Nesbitt/England battle.

The sixth lap saw Windmann pull out to a 35-second lead over Leivan when Leivan crashed in a bottlenecked creek crossing. On the following lap in the same section, however, Windmann ran into trouble when he lost the rear end on the off-camber bank.

The two riders completed the seventh lap and took the white flag separated by only two seconds. Nesbitt followed in third, just 11 seconds up on England. With many riders having dropped out, the bottlenecks were much easier to negotiate, and Windmann and Leivan picked up the pace, each waiting for a mistake on the other's part.

Late in the lap, Leivan tried a couple of pass attempts by choosing alternate lines through the bogs, but each time Windmann was able to hang on to the lead. Windmann still held the lead when the track entered the motocross section and he was able to hold the good lines through the turns and clear the doubles to hold Leivan back. With a mile left in the race, Leivan tried to outbrake Windmann at the end of a fire road, but Windmann was able to hold on and from that point on he rode error-free to the finish.

"I tried to take all the good lines and be smooth to hold him back that final lap," Windmann said. "I think that the 300 was a little better than a 250 in the rutted grass-tracks, and that helped me out today. That was the most fun I have had all year, and I am really happy to get another win."

"I gave Mike what I had," Leivan said. "I knew that second was good enough to win the series, but I still wanted to win the race, and I pushed all the way to the end. He was just a little better than I was today, and he really deserves to win. I agree with him that the bigger bikes were a little better on this kind of track. He and I were about even in the grass tracks, but we could really pull the guys on the 250s." CN

Extreme Sports Park
Drexel, Missouri
Results: October 11, 1998 (Final round)

O/A: 1. Mike Windmann (KTM); 2. Steve Leivan (Yam); 3. Tanner England (Yam); 4. Ryan Wuebbeling (Yam); 5. Kevin Boyle (Hon); 6. Chris Nesbitt (Yam); 7. Carl Dobson (KTM); 8. Dave Berry (Suz); 9. Terry Meyer (Hon); 10. Collin Sheridan (Yam).

AA: 1. Steve Leivan (Yam); 2. Tanner England (Yam); 3. Chris Nesbitt (Yam); 4. Adam Zarda (Kaw); 5. Brandon Forrester (Yam).

A: 1. Kevin Boyle (Hon); 2. Terry Meyer (Hon); 3. Charles Thiele (Kaw); 4. Brian Shrout (Suz); 5. J.D. Black (Suz).

125 B: 1. Luke Manion (Yam); 2. Luke Smith (Yam); 3. Jason Manczuk (Suz); 4. Kyle Dorton (Yam); 5. Derrick Conner (KTM).

200 B: 1. Steve Crews (Kaw); 2. Dave Haworth (KTM); 3. Dale Griesinger (KTM); 4. Roger Wellman (Kaw); 5. Robert Armon (Kaw).

250 B: 1. Ryan Wuebbeling (Yam); 2. Collin Sheridan (Yam); 3. Matt Weis (Yam); 4. Johnny Wilhite (Yam); 5. Mike Dobson (Kaw).

250 C: 1. Tim Gibson (Hon); 2. Michael Hamilton (Yam); 3. Troy Taff (Kaw); 4. David VonHolten (Suz); 5. Bradley Murdick (Kaw).

OPEN B: 1. Matt Coffman (KTM); 2. Danny Crawford (Hon); 3. Rick Helmick (Yam); 4. Orbus Conner (Kaw); 5. Marty Smith (Hon).

4-STRK B: 1. Shawn Taylor (Yam); 2. Ralph Gerding (Hon); 3. Travis Pilant (Hon); 4. Gary Pilant (Hon); 5. Doug Jones (Yam).

VET: 1. Carl Dobson (KTM); 2. Dave Berry (Suz); 3. Jon Simons (Yam); 4. Kreg Simons (Yam); 5. Brad Peterson (Yam).

SR: 1. Keith Kibort (Yam); 2. Bill Gold (Yam); 3. Rocke Weaver (Hon); 4. John Newberry (Hon); 5. Brad Barnett (Yam).

S/SR: 1. Rick Whelove (Hus); 2. Bob Jones (Kaw); 3. Rick Carpenter (KTM); 4. Frank Leivan (Yam); 5. Tony Schlader (Hon).

JR: 1. Bobby Duncan (Yam); 2. Zack Mabery (Hon); 3. Andy Pashia (Yam); 4. Steve Akers (Kaw); 5. James Sloan (Yam).

TR: 1. Lance Jensen (Hon); 2. Kevin Hahn (Suz); 3. Gregg Hecht (KTM); 4. Todd Hecht (KTM); 5. Steve Shearer (KTM).

Welch wallops Las Vegas MX

By Dick Goodwin

LAS VEGAS, NV, OCT. 11

The Las Vegas Motor Speedway celebrated the opening of its completely redone track, and Jeremy Welch was on hand to scorch his rivals in the 250cc race, bringing his Honda up from behind twice to win the 250cc Intermediate division.

Derek Polson blasted his Yamaha out in front of Scott Trombly and Aaron Byrd to start the race. Trombly then made a pass for the lead while Glenn Weidman, Chris Champlin and Cory Ayers were hounding Polson for second. Welch, trying to overcome a poor start, was working his way through the pack. By lap two, he was up to third and putting the screws on Polson for second. He then zapped him in the back section and set out after Trombly. Welch hounded Trombly for a lap before outjumping him for the lead over the doubles at the pit-board area. Welch kept up his blazing pace to close out the first race with a big win while Trombly stormed in to second over Derrick Polson and Glenn Weidman.

Trombly, Champlin and Weidman led the pack at the start of the second moto, with Welch getting into the mix quickly this time out as he jumped into second place on the first lap. Then he passed Trombly for the lead in the same spot as in race one and pulled out to a lead. Trombly, meanwhile, sailed along in second, with heavy race action taking place in the battle for third - where Ayers drew a bead on Weidman and passed him, only to have Weidman retaliate almost immediately. Ayers wouldn't give up and the two passed and repassed each other for the remainder of the race. Weidman finally emerged from the wild duel to claim third.

Welch carried his big lead through the checkers for his second straight win and the overall 250cc Intermediate crown, while Trombly parlayed two solid seconds into second overall. Glenn Weidman outpointed Cory Ayers to nail down third.

Results

P/W (4-6) A: 1. Cory Sibley (KTM); 2. Bret Harrison (Cob); 3. Robert Campbell (KTM); 4. Kegan Tuttle (KTM).

P/W (4-6) B: 1. Zachary Fussell (KTM); 2. Jesse Krumme (KTM); 3. Casey Mello (Lem); 4. Dillan Glendenning (KTM); 5. Rikki Mittwede (Lem).

P/W (7-8) A: 1. Donnie Kearney (KTM); 2. Richard Sterling (KTM); 3. Ronnie Goodwin (Cob); 4. Jonathan Horgan (KTM); 5. Andrew Iovino (KTM).

P/W (7-8) B: 1. Daniel Chapman (Lem); 2. Tommy Hewlett (Lem).

60 BEG (6-8): 1. Donnie Kearney (Kaw); 2. Ronnie Goodwin (Kaw); 3. Kyle Lewis (Kaw); 4. Andrew Iovino (Kaw).

60 BEG (9-11): 1. Cory Ayers (Kaw); 2. Patrick Provencher (Kaw); 3. Corey Beadle (Kaw); 4. Jesse Patrick (Kaw).

60 NOV (6-8): 1. Sean Thompson (Kaw); 2. Tony Caputo (Kaw).

60 NOV (9-11): 1. Wesley Harris (Kaw); 2. Ryan Brown (Kaw); 3. Jeremy Asquith (Kaw).

80 BEG (6-11): 1. Frankie Iovino (Kaw); 2. Cory Ayers (Hon); 3. Cody Grobstein (Kaw); 4. Patrick Provencher (Suz); 5. Chris Meshkoff (Kaw).

80 BEG (12-16): 1. John Stafford (Suz); 2. Zack Grobstein (Hon); 3. Josh Pillsbury (Hon); 4. Jeff Page (Kaw); 5. John Whipple (Yam).

80 NOV (6-11): 1. Michael Parker (Hon); 2. Ryan Brown (Kaw); 3. Wesley Harris (Yam); 4. Matt Reincke (Hon); 5. Kyle Chamberlain (Kaw).

80 NOV (12-16): 1. Jimmy Nelson (Yam); 2. Kevin Roberts (Yam); 3. Tony Westbay (Kaw); 4. Donald Chollar (Hon); 5. Jason Lopez (Kaw).

80 OPEN: 1. Zack Grobstein (Hon); 2. Frank Iovino (Kaw).

S/MINI: 1. Kenny Brumley (Kaw); 2. Dillon Bird (Kaw).

125 BEG: 1. Michael Henry (Yam); 2. Brian Pillsbury (Suz); 3. Chris Walker (Kaw); 4. Tim Weig (Hon); 5. Justin Kelly (Yam).

125 NOV: 1. Carl Maassberg (Hon); 2. Joshua Thurgood (Yam); 3. Jason Derschan (Kaw); 4. Joey Page (Kaw); 5. Sean Kinshella (Yam).

125 INT: 1. Mark Hermann (Kaw); 2. Randy Stefan (Suz); 3. Derrick Polson (Yam).

125 PRO: 1. Monte Montague (Yam).

250 NOV: 1. Chris Champlin (Hon); 2. Tyson Leaver (Suz); 3. Brian Lopez (Hon); 4. Aaron Byrd (Hon).

250 INT: 1. Jeremy Welch (Hon); 2. Scott Trombly (Kaw); 3. Glenn Weidman (Suz); 4. Cory Ayers (Hon); 5. Derrick Polson (Yam).

25+ BEG: 1. Chris Champlin (Hon); 2. David Meshkoff (Kaw); 3. Derrell Armstrong (Hon); 4. Eric Byington (Yam); 5. Thomas Yagle (Hon).

25+ NOV: 1. Jeff Murphy (Hon); 2. Paul Novak (TM); 3. Bobby Hunt (Yam); 4. Todd Clark (Kaw); 5. Steve Macky (Hon).

25+ INT: 1. Matt Hermann (Kaw); 2. Roger Ham (Suz); 3. Scott Trombly (Kaw); 4. Glenn Weidman (Suz); 5. Cory Ayers (Hon).

25+ EX: 1. Derek Titus (Hon).

40+ OPEN: 1. Ton Hewlett (Yam).

Johnson wins Vegas Vintage DT

By Mike Zbrozek
Photo by Dennis Suter

LAS VEGAS, NV, OCT. 4

Californian Jeff Johnson found the slip-and-slide surface of the Las Vegas Motor Speedway an ideal match for his stock-framed 650cc Triumph twin as he overcame the first-lap lead of speedy Iowan Ricky Fiscel to win the Pro-Twin main event.

Johnson, one of 22 Pro-Twin challengers at the final round of the VDTRA Pro-Am National Dirt Track Racing Series who worked through four heats and two semis to set the stage for the 16-rider field, gained a front-row start with his heat-race win. At the start of the main, though, it was Fiscel who launched his Triumph twin into the lead, with Johnson, Bill Snyder, 1997-98 Pro-Twin champ Mark Gibson, veteran Eddie Mulder and Art Fredenburah left to dice through traffic to get into Fiscel's wake. By lap two, Johnson had caught Fiscel and passed the former Pro-Twin champion for the lead, while Gibson got past Snyder and into third, taking Mulder and Fredenburah past Snyder as well, into fourth and fifth, respectively.

Back up front, Johnson continued to hold the lead, but by midrace the determined Fiscel appeared to have him well in range. As the laps wound down, however, Johnson picked up the pace on the treacherous surface, and in last-lap traffic he put the contest out of reach. Neither Gibson, Mulder nor Fredenburah were able to advance their positions, although Snyder was passed on the white-flag lap by the charging XR Harley of Mike Patterson. With a great effort, Snyder managed a last-lap repass of Patterson to take sixth at the flag.

The Pro-Masters main promised to be an exciting event, as Johnny Isaacs and current Pro-Masters champ John Fike had come into the event with only two points separating them in the title chase. As it turned out, however, Fike was unable to make a race of it on the uncertain surface, and he settled for seventh - far short of the points needed to retain his title. Veteran Mulder showed the VDTRA regulars he hadn't lost his touch since his old Ascot Park days, as he won the event, leading flag to flag. Behind Mulder came the BSA thumper of VDTRA founder Johnny Isaacs, his runner-up effort sealing the championship for 1998. Finishing close to Isaacs in third was Colorado veteran racer Bob Conway.

In the hotly contested Pro 600cc class, TPR-sponsored Steve Nichols was the man to beat as he put his Yamaha 500 into the lead, ahead of current Pro 600cc champ Rick Fiscel. Fiscel had other plans for Nichols, however, as he sized up his line for nine laps, finally motoring his Yamaha by on the last circuit to steal the win. Conway again put in an impressive effort to take third, with challengers John Jeffries and Bill Snyder in close contention at the finish. Noticeably absent in the main was Pro 600cc points runner-up Roger Sterling, who was sidelined by an earlier incident in his Pro-Twin heat race. Sterling suffered cuts and a concussion and was unable to compete.

Results

SR: 1. Mickey Blythe (Tri); 2. John McClelland (Yam); 3. Bill Snyder (Yam); 4. Jeff S. Johnson (Yam); 5. Doug Stewart (Duc).

MSTR AM: 1. James Eastlee (Yam); 2. Charlie Raper (Yam); 3. Frank Guinn (Yam); 4. Marshall Jennings (Yam); 5. Ken Allaman (Tri).

250 AM: 1. Frank Harriman (Yam); 2. Roy Haines (Bul); 3. Randy Umberger (Yam).

600 AM: 1. Brian Fleck (BSA); 2. Jeff Garlach Sr. (Yam); 3. Dan Burr (Yam); 4. J.C. Clark (Yam); 5. Roy Haines (Bul).

OPEN TW AM: 1. Gary Beach (Tri); 2. Bob Snyder (Yam); 3. Bill Stephens (Tri); 4. Wayne Harrington (Tri); 5. Brett Bemis (Yam).

PRO 600: 1. Ricky Fiscel (Yam); 2. Steve Nichols (Yam); 3. Robert Conway (Yam); 4. Erik Bland (Yam); 5. Bill Snyder (Hon).

OPEN PRO TW: 1. Jeff Johnson (Tri); 2. Rickey Fiscel (Tri); 3. Mark Gibson (Tri); 4. Eddie Mulder (Tri); 5. Art Fredenburah (Yam).

PRO/MSTR: 1. Eddie Mulder (Tri); 2. Johnny Isaacs (BSA); 3. Robert Conway (Yam); 4. Bill Snyder (Yam); 5. John Jeffries (Yam).

Rick Fiscel (53) leads Jeff Johnson (37), Bill Snyder (4) and Mark Gibson (1) in the Pro Twin final during VDTRA dirt track racing action at Las Vegas Motor Speedway.

Graves on fire at Willow

By Eric Vincent

ROSAMOND, CA, OCT. 17-18

Chuck Graves rode one of his fastest Toyota Gold Cup Formula One races, as he dashed to victory and captured his third straight Formula One class championship in the 10th round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

Graves was turning in near-record lap times in the 1:21 range on his Michelin-shod Yamaha YZF-R1 as he led the race from the first turn to the checkered flag.

As the race got under way, Graves began distancing himself from the rest of the pack, and a three-rider battle for second developed. Initially, it was Dean Vincent holding down second, but midway through the first lap he was caught and passed by Frank Aragaki and Vincent Haskovec. Coming down the front straight to start lap two, Haskovec successfully drafted by Aragaki to take over second.

Aragaki was immediately immersed in a tight battle for third as Vincent sat on his rear tire throughout lap two and used a skillful drafting maneuver on the front straight to move into third place. But Aragaki wasn't about to ease off, and these two racers were neck and neck for the next seven laps.

Midway through lap nine, Aragaki passed Vincent on the outside of turn four and Vincent suddenly slowed dramatically, holding his hand up to warn the riders coming up behind him. While Vincent recovered, his rear tire was in bad shape and he barely managed to finish the race.

With Vincent's mishap, Aragaki had no further challenges, finishing the race in third behind Graves and Haskovec.

"The bike is running so good," Graves said on the victory podium; then he praised the quality of the motorcycles currently available to racers. "The manufacturers are making better and better motorcycles, so when you get them set up right, it's just right on."

In the Tom Sera Racing/XYZ Clothing Company Formula Two race, Jeremy Toye took the holeshot but was quickly caught and passed by John Hopkins, who rapidly opened a gap on the rest of the racers.

By the end of lap one, Steve Lasko was up into second and Bryan Kovarick was holding on to third. However, by lap three, a major fight was under way for second between Lasko, Kovarick and Jacob West. Within the next lap, Lasko faded and West emerged in second, but he was now coming under pressure from Ken Chase and Brian Garbellini.

As lap nine of the 10-lap event got under way, it was West, Garbellini and Chase nearly side by side. West held on to second until the final lap, when Garbellini dropped to the inside of turn one and powered his way into second. Despite all attempts, West was unable to retake second, leaving Hopkins with the win, Garbellini second and West third.

Results

F-1: 1. Chuck Graves (Yam); 2. Vincent Haskovec (Kaw); 3. Frank Aragaki (Kaw); 4. John Hopkins (Yam); 5. Clinton Whitehouse (Yam).

F-2: 1. John Hopkins (Yam); 2. Brian Garbellini (Yam); 3. Jacob West (Suz); 4. Ken Chase (Suz); 5. Jeremy Toye (Suz).

F-3: 1. Gavin Seekamp (Hon); 2. Michael Hannas (Hon); 3. Hawk Mazzotta (Hon); 4. Geoff Beck (Hon); 5. Takao Ryoichi (Hon).

F-40: 1. Bob Siebenhaar (Hon); 2. David Perez (Duc); 3. Michael Gephart (Yam); 4. Michael Dubé (Hon); 5. David Molitor (Yam).

500 S/STK: 1. Joe Hammond (Yam); 2. Shawn Cash (Yam); 3. David Finnerty (Yam); 4. Jose Estrella (Suz); 5. Michael Doyle (Kaw).

600 S/STK: 1. Dave Langford (Kaw); 2. Bryan Kovarick (Suz); 3. Sam Carnibucci (Hon); 4. William Clarke (Hon); 5. Lance Chubbic (Kaw).

750 S/STK: 1. Bryce Gross (Suz); 2. John Pearson (Suz); 3. Wade Lewark (Suz); 4. Ronald Burnette (Suz); 5. Ed Gaites (Suz).

OPEN S/STK: 1. Chuck Graves (Yam); 2. Kevin President (Yam); 3. Stephen Hewitt (Hon); 4. Clinton Whitehouse (Yam); 5. Omar Isaak (Yam).

550 S/BK: 1. Shawn Cash (Yam); 2. Balz Renggli (Apr); 3. Joe Hammond (Yam); 4. James Dobson (Yam); 5. Jerry Jirkovsky (Kaw).

650 S/BK: 1. Chuck Graves (Suz); 2. Dave Langford (Kaw); 3. Bryan Kovarick (Suz); 4. Ken Chase (Suz); 5. Bob Laszko (Hon).

750 S/BK: 1. Frank Aragaki (Kaw); 2. Bryan Kovarick (Suz); 3. Richard Headley (Duc); 4. Bryce Gross (Suz); 4. Brian Long (Suz).

OPEN S/BK: 1. Chuck Graves (Yam); 2. Vincent Haskovec (Kaw); 3. Dean Vincent (Yam); 4. Clinton Whitehouse (Yam); 5. Kevin President (Yam).

500 MOD PROD: 1. Shawn Cash (Yam); 2. Joe Hammond (Yam); 3. Chris Norman (Suz); 4. David Finnerty (Yam); 5. Aaron Lunsford (Yam).

600 MOD PROD: 1. Bryan Kovarick (Suz); 2. Ken Chase (Suz); 3. Jacob West (Suz); 4. Jeremy Toye (Suz); 5. Dave Langford (Kaw).

750 MOD PROD: 1. Bryce Gross (Suz); 2. Ken Chase (Suz); 3. Matt Cusumano (Suz); 4. Hans Moritz (Suz); 5. Ed Gaites (Suz).

OPEN MOD PROD: 1. Richard Headley (Duc); 2. Kevin President (Yam); 3. Jeremy Horn (Tri); 4. Steven Keddington (Suz); 5. Bryan Ochoa (Hon).

BOTT L/W: 1. Amir Aveneri (Suz); 2. Jeff Roelands (Kaw); 3. Jerry Jirkovsky (Kaw); 4. Chris Norman (Suz); 5. Kevin Athing (Suz).

BOTT M/W: 1. Michael Dubé (Hon); 2. Mick Ofield (Duc); 3. Brian Rochlitzer (Hon); 4. Roger Sgarbossa (Hon); 5. Stephen Lilliott (Hon).

BOTT H/W: 1. Lucio Nicolodi (Duc); 2. Richard Headley (Duc); 3. Balz Renggli (Duc); 4. David Perez (Duc); 5. Richard Munn (Suz).

500 SGL: 1. Steven Allen (Hon); 2. Danny Farnsworth (Hon); 3. Paul Nielsen (Hon); 4. Larry Cochran (Hon).

660 SGL: 1. Craig Beecher (Yam); 2. Benjamin Morse (ATK).

F-SGL: 1. Larry Schnur (Duc); 2. Trevor Dunne (Gil); 3. Carlin Dunne (Hon); 4. Steven Allen (Hon); 5. Paul Nielsen (Hon).

L/W VINT: 1. James Dobson (Yam); 2. Craig Beecher (Yam); 3. Clinton Whitehouse (Yam); 4. Steven Allen (Hon); 5. Paul Nielsen (Hon).

H/W VINT: 1. Craig Beecher (Yam); 2. James Dobson (Yam); 3. Dennis Fryer (Hon); 4. Larry Cochran (Hon); 5. Brad Gitchell (Suz).

SDCR: 1. Rick Murray (Kaw); 2. Victor Bernasconi (Suz); 3. Wade Boyd (Kaw); 4. William Becker (BMW); 5. Damon Doherty (Kaw).

500 NOV: 1. Jamey Harrison (Yam); 2. Adrian Webb (Hon); 3. Chris Siebenhaar (Hon); 4. Christopher Campos (Hon); 5. Jamie Gilbert (Hon).

501-650 NOV: 1. Paolo Mariano (Suz); 2. Paul Rico (Suz);

3. Anthony Guzman (Suz); 4. Shaun Palmer (Hon); 5. Michael Cunningham (Hon).

OPEN NOV: 1. Paul Rico (Suz); 2. Jerry Rud (Suz); 3. Jeff Gagne (Kaw); 4. Johnny Page (Yam); 5. Randy Valko (Suz).

Minis maul Carlsbad MX

By Kirk Chandler

CARLSBAD, CA, OCT. 17

The 80cc classes at Carlsbad Raceway were up for grabs as a large amount of riders did battle. At the end of the day, however, Clinton Pierce could claim to be the fastest mini rider of the day, as he topped the 80cc Intermediate class.

In the Novice class, David Meyers won the second moto and the overall. Shae Smith, meanwhile, came out on top in the 80cc Beginner class.

The first moto started off with a bang when Zac Wray got the holeshot and left the second turn by himself. Pierce and 80cc Expert rider Mickey Griffin tangled in the second corner, with both going down hard. Wray pulled a huge lead over Griffin and Pierce, who were still shaking off the crash. Wray began to lose some steam, however, and Griffin started to close on him in a hurry. As the white flag came out, Griffin was dogging Wray to the limits. Griffin swung wide in a corner and almost high-sided - although the race wasn't for position, nobody had told these two, and they came over Devil's Drop with Wray a wheel length ahead to take the first-moto win.

In the second moto, Pierce wasn't about to give his competitors another 15-second advantage. He grabbed the holeshot and took off with the lead. Wray and Griffin started where they had left off, but this time Griffin was able to make the pass in the horseshoe on the third lap.

Pierce, however, had left the pack behind, and it would take a disaster to prevent him from taking the moto win and the overall. Griffin managed to win the Expert class but, after suffering through two bad starts, he was unable to beat the Intermediates.

When the gate dropped for the combined 80cc Beginner and Novice classes, Meyers grabbed the holeshot away from Brandon Guineen and Justin Herrmann. Meyers led the pack into Rattlesnake Gulch, but when the pack reappeared, he was running fourth and Guineen was the leader. Guineen began to pull out the lead while Herrmann and Tyler Roberts battled over second. Roberts fell, and that allowed Meyers to move back into third - a move that would prove to be essential in terms of the overall. Guineen won the moto and proved to be the man to beat.

The first Beginner around was Shane McCassel; he was followed by Neal Degarmo and Shea Smith. Smith made his move and passed Degarmo in one lap and then started chasing down McCassel, making that pass before the white flag came out. Smith rode to the first-moto win in the Beginner class.

The gate fell for the second 80cc Beginner/Novice class and Herrmann grabbed the holeshot; he was followed by Meyers and Bobby Romero. Meyers made short work of Herrmann and took advantage of the open track in front of him. Guineen was stuck back in traffic and he knew he had to finish second to win the overall. He gave it his best and managed a third, giving the overall to the higher finisher of the second moto - Meyers.

Once again, the Beginner class was jumbled into the middle of the Novice class, and Smith took the win, followed by Degarmo and McCassel.

Results

80 BEG: 1. Shea Smith (Hon); 2. Neal Degarmo (Yam); 3. Shane McCassel (Hon).

80 NOV: 1. David Meyers (Hon); 2. Justin Hermann (Yam); 3. Brandon Guineen (Hon).

80 INT: 1. Clint Pierce (Suz); 2. Zac Wray (Yam).

80 EX: 1. Mickey Griffen (Yam).

125 BEG: 1. Austin Humphreys (Yam); 2. Jonathan Robinson (Suz); 3. Ryan McPhillips (Yam).

125 NOV: 1. Billy Arnone (Yam); 2. Richard Albach (Yam); 3. Glen Rhoades (Suz); 4. Kirk Chandler (Hon); 5. Mike Ryder (Yam).

125 INT: 1. Kevin Coleman (Yam).

250 BEG: 1. Zac Lindberg (Yam); 2. Sean Casias (Yam); 3. Mike Trask (Yam).

250 NOV: 1. Zach Canizales (Suz); 2. Josh Eder (Hon); 3. Jeff Lysdale (Kaw); 4. Mark Oldroyd (Hon); 5. Dawson Leachman (Suz).

250 INT: 1. D.R. Clement (TM); 2. Bret Milan (Yam).

OPEN NOV: 1. Eric Christiansen (Yam); 2. Dane Anderson (Yam); 3. Todd Freistat (Hon).

OPEN PRO: 1. Dan Dobey (Suz); 2. Eric Larson (Hon).

VET (30+) BEG: 1. Rod Hendrickson (Yam); 2. Paul Ellingsen (Hon); 3. Mike Martin (Hon).

VET (30+) NOV: 1. Karl Holmberg (Hus); 2. Jeff Lysdale (Kaw); 3. Rick Defalco (Yam); 4. Eric Crippa (Hon); 5. Nick Brownfield (Hon).

VET (30+) INT: 1. Rob Wilshire (Yam); 2. Tim Theodore (Hon); 3. Scott Larosh (Hon).

VET (30+) EX: 1. Giovanni Spinali (Yam); 2. David Johnson (Kaw).

VET (40+) NOV: 1. Barry Wondal (Hon); 2. Jim Myerson (Yam); 3. Rick Renning (Yam).

VET (40+) INT: 1. Greg Mayers (Kaw); 2. Dale Anderson (Yam); 3. Allen Ortiz (Hon).

VET (40+) MSTR: 1. Paul Vogelsang (Yam); 2. Ron Ruff (Suz); 3. Steve Bartley (Kaw).

Clint Pierce tackles a portion of Carlsbad Raceway en route to winning the 80cc Intermediate class in Carlsbad, California.

VET (40+) EX: 1. Craig Infeld (Hon); 2. Thomas Englehardt (Yam).

VET (50+) NOV: 1. Joe Stidman (Kaw).

VET (50+) MSTR: 1. Bent Johannson (Yam); 2. Ray Pisarski (Hon); 3. Jody Weisel (Kaw).

4-STRK NOV: 1. Rick Defalco (Yam); 2. Karl Holmberg (Hus); 3. Dale Covington (Hus).

4-STRK EX: 1. Paul Needles (Yam); 2. Chuck Rense (Yam).

WMN NOV: 1. Sharlin Humphreys (Yam); 2. Tiffany Holtman (Kaw); 3. Kathy Beals (Yam).

BMBR EX: 1. Hootie Davis (Hon).

Williards smoke Honda Hills MX

By Mark Bliss

LINNVILLE, OH, OCT. 10

Brothers Andy and Michael Williard proved dominant in their respective classes, winning every moto that they entered at the Honda Hills MX. Andy took the measure of the Schoolboy class, while Michael racked up wins in the Mini Junior and 65cc classes.

In both motos of the Schoolboy class, Andy Williard launched his RM125 into the lead and kept the point position to the end. In the first moto, fellow RM rider Josh Hamilton gave chase but soon found himself challenged by the YZ of Travis Hartshorn. Hartshorn attached himself to Hamilton's rear fender, but he couldn't find a way around. The moto ended with Hamilton and Hartshorn finishing second and third, respectively. The second moto began as the first one had left off: with Williard quickly establishing a lead while Hamilton and Hartshorn battled behind him. This time, however, Hartshorn would need but two laps to displace Hamilton for second. Once in second, Hartshorn set off after Williard and began reeling him in. It was all for naught, however, as Williard had built an insurmountable lead by setting a blazing pace at the beginning of the moto. Hartshorn wound up second with his 3-2 moto score, with Hamilton's 2-3 score giving him third overall. Hartshorn came back to win the 125cc B class, ahead of the Suzukis of Shawn Sims, Mark Delhi and Hamilton.

In the Mini Junior and 65cc classes, Michael Williard bested the field in all four motos. In the 65cc class, Michael piloted his lone KTM to victory through a field of Kawasakis by getting top-five starts and working his way to the front. In both motos, once in the lead, he remained unchallenged until the end. In the Mini Junior class, young Williard rode his RM80 to the front of the pack, again in a dominating fashion. In his wake, YZ pilots Jacob Mohney and Ryan Minnier battled for the runner-up position, with Mohney getting the nod.

Richard Robinson dominated the Vet class by storming off to double moto victories. The CR250 rider blitzed his way into the lead and never looked back. Yamaha's Mark Matheis and CR500 rider Jim Williamson gave chase but couldn't quite keep up the pace set by Robinson. Matheis was able to do much the same in the Over 40 class, taking the holeshot in both motos and roosting away to victory, with Williamson and KX250 rider Terry Sheets in tow.

Honda pilot Brian Beckhold won the largest class of the evening, the 125cc C class, by virtue of his 2-1 moto finishes. In the first moto, Suzuki rider Brad Ward led Beckhold to the finish line. In the second moto, Beckhold was first across the line, followed by Jason James and Ward. Ward nailed down second overall with his 1-3 finishes while James finished third.

In 250cc C action, Suzuki-mounted Ben Boice secured the overall by winning both motos.

Results

P/W: 1. Tony Worstell (Yam); 2. Addison Stalling (Yam); 3. Dakota Jones (Yam); 4. Justin Shannon; 5. Alex Batai (Yam).

50 (4-6): 1. Addison Stalling (Cob); 2. Alex Naland (Cob); 3. Jarius Johnson (KTM).

50 (7-8): 1. Zach Wheeland (Cob); 2. Jarod Lacey (KTM); 3. Brock Sheets (KTM); 4. Ryan Kerr (Cob).

65: 1. Michael Williard (KTM); 2. Jacob Mohney (Kaw); 3. Corey Anthony (Kaw); 4. Justin Royce (Kaw); 5. Chris Leadbeater (Kaw).

MINI JR: 1. Michael Williard (Suz); 2. Jacob Mohney (Yam); 3. Ryan Minnier (Yam); 4. Garrett Diller (Kaw); 5. Josh Corbitt (Hon).

MINI SR: 1. Joey Leadbeater (Hon); 2. Ross Adams (Yam); 3. Craig Garrett (Hon); 4. Jeremy Karshner (Hon); 5. Jon Weisenbarger (Yam).

SCHBY: 1. Andy Williard (Suz); 2. Travis Hartshorn (Yam); 3. Josh Hamilton (Suz); 4. Jacob Morningstar (Yam); 5. Jeremy Karshner (Hon).

16-24: 1. Chris Berry (Suz); 2. Brandon Shull (Suz); 3. Dan Singer (Hon); 4. Bryant Torres (Kaw); 5. Travis Buckman (Yam).

25+: 1. Rob Miracle (Yam); 2. Rob Bingman (Yam); 3. Jerry Barnes (Suz); 4. Ed Edwards (Hon); 5. Roland Lohr Jr. (Hon).

30+: 1. Richard Robinson (Hon); 2. Mark Matheis (Yam); 3. Jim Williamson (Hon); 4. David Delhi (Yam); 5. Rick Russell (Hon).

40+: 1. Mark Matheis (Yam); 2. Jim Williamson (Hon); 3. Terry Sheets (Kaw); 4. Richard Biddle (Suz); 5. Gerhard Lehr Jr. (Kaw).

125 A: 1. Chris Berry (Suz); 2. John Woodfork (Kaw); 3. John Sims (Yam).

125 B: 1. Travis Hartshorn (Yam); 2. Shawn Sims (Suz); 3. Mark Diehl (Suz); 4. Kyle Kinkead (Hon); 5. Josh Hamilton (Suz).

125 C: 1. Brian Beckhold (Hon); 2. Brad Ward (Suz); 3. Jason James (Suz); 4. Tom Dehmann (Hon); 5. Richard Biddle (Suz).

250 A: 1. Chris Berry (Suz); 2. John Woodfork (Kaw).

250 B: 1. Brandon Shull (Suz); 2. Rob Miracle (Yam) 3. Bryant Torres (Kaw); 4. Tommy Laymon (Hon); 5. Ed Edwards (Hon).

250 C: 1. Ben Boice (Suz); 2. Jamie Triplett (Hon); 3. Travis Buckman (Yam); 4. Buck Mills (Kaw); 5. Bryan Wolford (Kaw).

OPEN: 1. Bruce Chanaler (Kaw); 2. Steven Shell (Yam).

WDS: 1. Richard Biddle (Suz); 2. Dustin Haten (Kaw); 3. Ross Adams (Yam); 4. Craig Batai (Yam); 5. Jeremy Ramsey (Kaw).

2-STRK B: 1. Todd Boyes (Yam); 2. Brad Dysart (Suz); 3. Ben Thompson (Hon); 4. Michael Evans (Hon); 5. Eren Darnes (Hon).

4-STRK B: 1. Greg Fisher (Hon); 2. Aaron Bills (Hon); 3. Doug Shepherd (Hon); 4. Steven McCallister (Hon); 5. Bryant Reynolds (Hon).

Brooks reigns supreme at Carlsbad CMXR

By Bob Alloy

CARLSBAD, CA, OCT. 17

A very challenging and well-prepared track and the sunny, 80-degree weather all made for a really great day of racing at Carlsbad for 22 members of the Riverside Old-Timers MX, where Mark Brooks "mastered" the Master class.

The first moto got under way with the running of the Master division - both A and B classes. Mark Brooks was the only Master A-class rider out there, and he took the holeshot and kept the top position all the way for the win. Master B-class rider Dennis Middleton stalled his Yamaha 400 at the first turn. Jack Roten, riding close behind Middleton, had the same problem with *his* Yamaha 400. After many attempts to restart, Roten managed to get going before Middleton did, and he went on to pass Malcolm McCassey for second.

The second moto saw Brooks taking the lead right at the start and staying with it all the way to the checkered flag. Dave Jacobus was the fastest in Master B class, and Roten followed him in at the finish.

Moto one of the Expert class started with Jim McConnell, riding a KX 250, taking the holeshot and holding it for five laps for the big win. George Spearing came in with a close second. The second moto began with Spearing quickly getting the lead, but McConnell was right there on his rear fender. McConnell then went down on lap three and Spearing took the moto win. McConnell wasn't down for long, however, and he came in with a second-place finish.

Amateur Mike Brooks charged his Honda into the lead and held on for three laps; then Dennis Rosenberg, on his YZ400, moved up to take the lead and then the moto. John Clemens took second and Berry Hale was there for third place. The second moto started with Brooks in the lead and holding on for four laps. Rosenberg, who started in next-to-last place, worked his way up and took over the lead and won the moto. Brooks was there for second and Clemens took third place.

In Novice action, John Fridlund turned the power up and led things until Phil Blackburn took over on lap two. Phil kept his lead and wrapped up the win. Fridlund came in second. Moto two began with Blackburn getting the holeshot and carrying his lead all five laps for the win. Fridlund came in second again.

Results

MSTR A: 1. Mark Brooks (Kaw).

MSTR B: 1. Jack Roten (Hon); 2. Dave Jacobus (Yam).

EX: 1. George Spearing (Kaw); 2. Jim McConnell (Kaw).

AM: 1. Dennis Rosenberg (Yam), 2. John Clemens (Yam); 3. Mike Brooks (Hon).

NOV: 1. Phil Blackburn (KTM); 2. John Fridlund (Hon).

Taylor scores Dutch MX win

By Larry Witmer

BLOOMINGDALE, MI, OCT. 11

James Taylor took his Yamaha YZ to the win in the 12-15 Youth 125cc division at the final racing event of 1998 at Dutch Sport Park. Taylor bested the competition with both speed and consistency.

It was the last running of the "Muskrat Run" at Dutch Sport Park. The track was run in the back woods section of the old track, and it featured long, fast straightaways with natural drop-away jumps, off-camber corners, and a spinoff from the '70s with a natural-terrain layout. The Muskrat Run also signifies the completion of the racing season at Dutch.

In the opening moto of the 125cc 12-15 division, the holeshot went to Suzuki-mounted Danny Beckett. Taylor was second, with Judd Bagladi third, Anthony Milks fourth and Adam Sherwood fifth. Beckett stretched his lead as the pack entered the back woods section known as the "Muskrat Run" area.

Beckett came back into view with a bigger lead over Taylor and the pack - a lead that would grow to some five seconds on the second lap. Taylor almost threw his YZ away in the sand-rocker section, but he managed to somehow keep it on two wheels. The battle for third heated up as the duo of Bagladi and Milks did battle. The two entered into the new Pro Action tabletop jump side by side, with both riders colliding in the next corner. Bagladi, though, was able to hold on to third despite the pressure. Meanwhile, it was all Beckett up front, and he took the checkered flag with a comfortable margin over Taylor.

Taylor had a 10-second advantage over the battle for the third spot, which Bagladi won over Milks. Fifth went to Kasey Turley.

Between motos, it was apparent that the end of the season was approaching, as Beckett, Bagladi and Milks all suffered mechanical gremlins in their other classes and were unable to contest for the final 12-15 moto. This made for easy pickings for Yamaha-mounted Taylor, who romped his way into the winner's circle.

Taylor ripped the holeshot in the thinned-out field over Turley, Adam Burke and Andy Sherwood. He then checked out, taking an easy win over Turley. Third place went to Burke.

Results

AUTO SS (4-8): 1. Zachary Hays (Yam); 2. Jared Hays (Yam); 3. Cody Dale (Yam); 4. Bob Johnson (Yam); 5. Rui Azevedo (Yam).

AUTO (4-6): 1. Tyler Murray (Cob); 2. Michael Ross (Cob); 3. Jacob McCraner (Cob); 4. A.J. Alleshouse (Cob); 5. Devon Adair (Act).

AUTO (7-8): 1. Brett Wagner (Cob); 2. Cody Davis (Cob); 3. Anthony Jennings (Cob); 4. Matt Sparks (Cob); 5. Bobby Dabicci (Lem).

60 BEG: 1. William Smith (Kaw); 2. Chance Dell (Kaw); 3. David Nusz (Kaw); 4. Michael Johnson (Kaw); 5. Marky Johnson (Kaw).

60 (7-11): 1. Shane Sewell (KTM); 2. Larry Partin (Kaw); 3. Adam Crowley (Kaw); 4. Brett Wagner (Kaw); 5. Brandon Cooley (Kaw).

80 (7-11): 1. Jerry Lorenz (Yam); 2. Travis Sewell (Hon); 3. Kyle Brown (Yam); 4. Matt Haag (Suz).

80 (12-15): 1. Mitch Dervin (Yam); 2. Mitch Sluder (Yam); 3. Kevin King (Hon); 4. Nicholas Vaughn (Hon).

80 C: 1. Troy Bloomquist (Hon); 2. Tyler Weston (Kaw); 3. Brandon Handley (Suz); 4. Dominic Maltinez (Hon); 5. Nathan Bacon (Yam).

80 OPEN: 1. Mitch Dervin (Yam); 2. Jerry Lorenz (Yam); 3.

Kyle Brown (Yam); 4. Mitch Sluder (Yam); 5. Bo Shinabarger (Hon).

125 (12-15): 1. James Taylor (Yam); 2. Kasey Turley (Hon); 3. Adam Burke (Yam); 4. Andy Sherwood (Kaw); 5. Danny Beckett (Suz).

16-24: 1. Jason Vienot (Yam); 2. Randy Wood (Yam); 3. Russ Dombrowski (Suz); 4. William Flora (Kaw); 5. Michael Mensinger (Hon).

25+: 1. David Gaylord (Kaw); 2. Darren Borcherding (Yam); 3. Matt Schuelke (Yam); 4. John Sandman (Hon); 5. Pat McCrary (Kaw).

30+: 1. Darren Borcherding (Yam); 2. Doug Fozo (Kaw); 3. Michael Weisner (Hon); 4. Tim Ritchie (Hon); 5. Darla Hinkle (Hon).

40+: 1. Larry Witmer (Suz); 2. Tom Cole (Kaw).

NON-CUR: 1. Brad Goins (Hon); 2. Paul Ransler (Hon); 3. Richard Wenger (Yam); 4. Konrad Johnson (Hon); 5. Larry Haag (Kaw).

125 A: 1. Jason Vienot (Yam); 2. Gregg Watson (Yam).

125 B: 1. Greg Andrews (Kaw); 2. Tal Wolfe (Hon); 3. Randy Wood (Yam); 4. Raymond Charles (Kaw); 5. Judd Bagladi (Kaw).

125 C: 1. Chad Brackett (Yam); 2. Erik Saldana (Yam); 3. Kyle Bagladi (Yam); 4. Chris Dell (Yam); 5. Jason Radke (Hon).

250 A: 1. David Gaylord (Kaw).

250 B: 1. Trent Johnson (Yam); 2. Russ Dombrowski (Kaw); 3. William Flora (Kaw); 4. Denny Farmer (Hon); 5. Frank Croley (Kaw).

250 C: 1. Mike Geer (Hon); 2. Eric Boyajian (Hon); 3. Paul Ransler (Hon); 4. John Sandman (Hon); 5. Fred Russell (Hon).

Flickenger takes XR title at Bud Grass MX

By Larry Witmer

BUCHANAN, MI, OCT. 18

Todd Flickenger bested the 33-rider field of XR 75s and XR 80s to claim the crown as the fastest adult on an XR at the Bud Grass MX. His win didn't come easily, however, as "Flick" had to use lapped traffic to his advantage, passing both Darrin Borcherding and Derek Cathcart just two corners from the finish line.

AMA Pro Mike LaRocco came out to Red Bud to challenge the grass track and he demolished the 250cc Expert and Over 25 A divisions.

LaRocco, however, experienced a rare DNF in the XR race and wasn't a factor.

Multi-time AMA National Enduro Champion Dick Burleson competed in his first grass event at Red Bud, and he made a great showing by winning the highly competitive 250cc B division and the Over 50 class.

"My son, Jon Eric, competed last year at the grass event, and he said how much fun it was," Burleson said. "I wanted to try it out for myself. He was right: It's a blast. I'm from the old school of MX - I learned to ride before the big jumps. The natural-terrain berms and whoops are great! This reminds me of Unadilla in the '70s, except here there's no rocks. Winning the 250cc B class was a plus - dicing with those guys. You have to choose your lines carefully and work the track to your advantage."

Flickenger took the holeshot in the XR Track Championship on the Auto track during the half-time break, but he had close company: multi-time National Women's Champion Lisa Akin-Wagner, Cathcart, Borcherding and the 33 other XRs gave chase. Left at the gate was LaRocco, who sat idle with a fouled spark plug.

Last year's XR-class runner-up, Larry Witmer, was also done before the first lap when the seat fell off his Eric Gorr-powered XR. He would putt around to finish an eventual eighth.

Flickenger, meanwhile, had the lead, but Cathcart was close and getting closer - thanks in part to slower riders. Cathcart took over the lead on the third lap in the tight switchbacks with an inside line, pushing his way past Flickenger. Meanwhile, last year's champ, Borcherding, had caught the front-running duo. Borcherding then went to the inside of Flickenger in a sand switchback corner, and the two tangled and crashed.

Cathcart had his Birky Motor XR in cruise control out front, but he wasn't out of the woods yet. Cathcart got into heavy lappers with two corners to go and Borcherding tried an outside line for the lead. The two tangled briefly, allowing Flickenger to squirt to the inside - taking the lead and holding it just two corners to the finish.

Results

XR C'SHIP: 1. Todd Flickenger; 2. Darren Borcherding; 3. Derek Cathcart; 4. Eric Nightingale; 5. Bobby Wagner.

AUTO (4-8): 1. Jared Hays (Yam); 2. Zachary Hays (Yam); 3. Zachary Bassler (Yam); 4. Matt Fozo (Yam); 5. Austin Snedden (Yam).

AUTO (4-6): 1. A.J. Alleshouse (Cob); 2. Aaron Dabicci (Lem); 3. Britton Mears (Lem); 4. Allison Vrba (Lem).

AUTO (7-8): 1. Thomas Fisher (Cob); 2. Brett Wagner (Cob); 3. Cody Davis (Cob); 4. Chase Sparacio (KTM); 5. Jeremy Arney (Lem).

60: 1. Shane Sewell (KTM); 2. Larry Partin (Kaw); 3. Ivan Hays (Kaw); 4. Wesley Wiegand (Kaw); 5. Cody Davis (Kaw).

60 BEG: 1. Jordan Emede (Kaw); 2. William Smith (Kaw); 3. Tim Davis (Kaw); 4. David Nusz (Kaw); 5. Chris Mellinger (Kaw).

80 (7-11): 1. Travis Sewell (Hon); 2. Matt Walsworth (Suz); 3. Chris Scott (Yam); 4. Derek Dowse (Kaw); 5. Shane Sewell (KTM).

80 (12-15): 1. Dustin Pulley (Kaw); 2. Mitch Dervin (Yam); 3. Mitch Sluder (Yam); 4. James Shoffner (Suz).

80 C: 1. Joshua Smith (Yam); 2. C.J. Wynan (Hon); 3. David Nuys (Yam); 4. Grant Wolf (Hon); 5. Jeremy Glotzbach (Yam).

80 OPEN: 1. Mitch Sluder (Yam); 2. Travis Sewell (Hon); 3. Lucas Asher (Yam); 4. Dan Connelly (Hon).

Mike LaRocco came out for a little fun at the Bud Grass MX in Buchanan, Michigan, and promptly won the 250cc A and Over 25 classes on his Honda.

125 (12-15): 1. Anthony Milks (Hon); 2. Corey Paulsell (Yam); 3. Aaron Vader (Kaw); 4. Kirk Newman (Yam); 5. Kasey Turley (Hon).

125 A: 1. Connie Feist (Suz); 2. Jason Vienot (Yam); 3. Ben Graves (Yam); 4. Carey West (Yam); 5. Dane Grivicic (Yam).

125 B: 1. Ryan Rowder (Yam); 2. Aaron Yoder (Kaw); 3. Tal Wolfe (Hon); 4. Brad Lesnik (Hon); 5. Wyatt Begeske (Suz).

125 C: 1. Michael Haynes (Hon); 2. Kyle Bagladi (Yam); 3. Erik Saldana (Yam); 4. Chris Dell (Yam); 5. Christian Rau (Yam).

250 A: 1. Mike LaRocco (Hon); 2. Jay Wagner (Yam); 3. Barry Anglemyer (Kaw); 4. Scott Kirkpatrick (Hon); 5. Rodney Reese (Kaw).

250 B: 1. Dick Burleson (KTM); 2. Russ Domrowski (Kaw); 3. Jon Burleson (KTM); 4. William Flora (Kaw); 5. Tim Ritchie (Hon).

250 C: 1. Mike Geer (Hon); 2. Jason Begeske (Suz); 3. Chad Yoder (Hon); 4. Mark Tillery (Yam); 5. Danny Mathews (Hon).

16-24: 1. Jason Vienot (Yam); 2. Barry Anglemyer (Kaw); 3. Ben Graves (Yam); 4. Dane Grivicic (Yam); 5. Andy Retburg (Hon).

25+: 1. Mike LaRocco (Hon).

30+: 1. Connie Feist (Suz); 2. Larry Witmer (Suz); 3. Scott Kirkpatrick (Hon); 4. Todd Flickenger (Kaw); 5. Chris Cummings (Kaw).

35+: 1. Connie Feist (Suz); 2. Rick Walsworth (KTM); 3. Jeff Heaston (Kaw); 4. Doug Fozo (Kaw); 5. Jerry Birky (KTM).

40+: 1. Larry Witmer (Suz); 2. Rick Walsworth (KTM); 3. Jeff Heaston (Kaw); 4. Robert Richardson (Hon); 5. Andy Koostra (Kaw).

50+: 1. Dick Burleson (KTM); 2. Dan Beher (KTM); 3. Dave Buzalki (Suz); 4. Roger Lewis (Hon).

NON-CUR: 1. Tom Holsher (Hon); 2. Brad Goins (Hon); 3. Paul Ransler (Hon); 4. Konrad Johnson (Hon); 5. Kevin Kelly (Kaw).

BMBR: 1. Kevin Piggott (Hon); 2. Tom Holsher (Hon); 3. Joe Sancster (Hon); 4. Scott Robertson (Hon); 5. Allen Doneth (Suz).

DRY DOG: 1. Michael Lenz (KTM); 2. Brad Goins (Hon); 3. Allen Doneth (Yam); 4. William Hayes (Mai); 5. Michael McCauley (Suz).

VINT: 1. Larry Witmer (Suz); 2. Derek Cathcart (Hon); 3. John Baker (Hon); 4. Scott Swinehart (Bul); 5. Gordon Schonschack (Yam).

Farnell gets two at Sunstate MX

By Kyle Myers

ONA, FL, OCT. 18

Kyle Farnell scored two class wins during round five of the Unlimited Sports Florida Gold Cup Series, held at Sunstate Raceway. Just over 250 riders participated on this extremely hot day of racing, competing for Suzuki, Kawasaki and Yamaha contingencies. Farnell won the 125cc Youth and 125cc B divisions on his Performance Engineering/Thor-backed RM.

In the opening 125cc Youth moto, Farnell jumped out to the early lead with Troy Adams, Spencer Jones, Dan Truman and Jerry Jackson following. Farnell and Adams quickly pulled away from the pack to battle for the point while Truman motored by Jones to move into third. Farnell held on for the moto win, ahead of Adams, Truman, Jones and Jackson.

Adams rocketed out of the gate to start moto two, with Farnell, Truman, Tony Stokes and Jones close behind. Truman fell on the first lap, leaving Adams and Farnell alone out front. Adams and Farnell raced side by side the entire four laps, until two turns before the finish line. At that point, Farnell railed the outside of the final turn, and he and Adams jumped together over the next three jumps, until Farnell sailed across the finish line a bike length in front of Adams to take the win. Stokes held on for the third after a ninth in moto one. Truman remounted to finish fourth, edging out Jones, who finished fifth.

Farnell later returned to win the 125cc B division with a 2-1 tally. Adams topped the first moto, with Farnell and Truman rounding out the top three. In the second race, Farnell scored the win over Truman, Sam Yannitelli and Adams.

BSY-backed Tyson Hadsell was on a mission, as he won four classes on the day. Hadsell won all eight motos in the 125cc A, 250cc A, 125cc Pro and 250cc Pro classes.

Don McGourty posted a four-moto sweep by winning the highly competitive 80cc (12-13) and Super Mini classes to collect some YZ bucks.

Results

P/W (4-6): 1. Zac Freeberg (Cob); 2. Jesse Freeman (Cob); 3. Mike McArthur (Cob); 4. Tyler Moore (Cob); 5. John Mulleavey (Cob).

P/W (7-8): 1. Dustin Solovitch (Cob); 2. Orlando Hamilton (Cob); 3. Blain Mill (Cob); 4. Roger Williams (Cob); 5. Travis Rogers (Cob).

60 (7-9): 1. Ricky Renner (Kaw); 2. Don Solley (Kaw); 3. Jon Camp (Kaw); 4. John Mulleavey (Kaw); 5. Travis Graves (Kaw).

60 (10-11): 1. Chase Revell (Kaw); 2. Billy Harper (Kaw); 3. Ian Millett (Kaw); 4. Justin Bryant (Kaw); 5. Michael Lozaw (Kaw).

80 (7-11): 1. Kyle Chisholm (Kaw); 2. Jimmy Keys (Yam); 3. Matt Boni (Kaw); 4. Jon Camp (Suz); 5. Chris Haack (Suz).

80 (12-13): 1. Don McGourty (Yam); 2. Danny Jones (Kaw); 3. Ricky Bryant (Kaw); 4. Joe Brewster (Hon); 5. Ryan Luke (Kaw).

80 (14-15): 1. Paul Perebijnos (Hon); 2. Drew Kain (Kaw); 3. Kimball Ward (Hon); 4. Shawn Mayo (Hon); 5. Scott Perry (Kaw).

S/MINI: 1. Don McGourty (Yam); 2. Paul Perebijnos (Hon); 3. Drew Kain (Kaw); 4. Matt Boni (Kaw); 5. Shawn Mayo (Hon).

125 YTH: 1. Kyle Farnell (Yam); 2. Troy Adams (Suz); 3. Dan Truman (Suz); 4. Spencer Jones (Kaw); 5. Jerry Jackson (Kaw).

16-24: 1. Sam Yannitelli (Yam); 2. Mike Bragg (Yam); 3. Robert Stevenson (Kaw); 4. Ryan Milto (Suz); 5. Jarrett Lane (Suz).

125 A: 1. Tyson Hadsell (Yam); 2. Jesse Ballard (Suz); 3. Jarrett Tipping (Suz); 4. Mike Stevenson (Kaw); 5. Dustin Keuntjes (Suz).

125 B: 1. Kyle Farnell (Yam); 2. Dan Truman (Suz); 3. Troy Adams (Suz); 4. Sam Yannitelli (Yam); 5. Robert Stevenson (Kaw).

125 C: 1. Jerry Jackson (Kaw); 2. Jeremy Freeman (Kaw); 3. Danny Sadler (Suz); 4. Ryan Milto (Suz); 5. Steve Rhoades (Yam).

125 PRO: 1. Tyson Hadsell (Yam); 2. Jesse Ballard (Suz); 3. Jarrett Tipping (Suz); 4. Marcus Pedrero (Suz); 4. Mike Stevenson (Kaw).

250 A: 1. Tyson Hadsell (Yam); 2. Jarrett Tipping (Suz); 3. Randy Jackson (Kaw); 4. Mike Brillinger (Hon); 5. Dustin Keuntjes (Suz).

250 B: 1. Jason Stroer (Hon); 2. Derrick Kain (Kaw); 3. Steve Dumond (Suz); 4. Bill Greenwald (Hon); 5. Mike Lampe (Suz).

250 C: 1. Steve Rhoades (Kaw); 2. Timmy Conner (Suz); 3. Travis Quinn (Hon); 4. Mike Delando (Yam); 5. Anton Smith (Yam).

250 PRO: 1. Tyson Hadsell (Yam); 2. Kenny Yoho (Yam); 3. Jeremy Shuttleworth (Suz); 4. Marcus Pedrero (Suz); 5. Justin Guthrie (Yam).

25+: 1. Marcus Pedrero (Suz); 2. Jason Stroer (Hon); 3. Mark Beamer (Kaw); 4. Rudy Waller (Yam); 5. Bill Greenwald (Hon).

30+: 1. Jeff Lampe (Suz); 2. Steve Dumond (Suz); 3. Tim Eggers (Suz); 4. Mark Beamer (Kaw); 5. Sam Allen (Yam).

35+: 1. Sam Allen; 2. Tim Eggers (Suz); 3. David Ellis (Hon); 4. Randy Salveson (Yam); 5. Dave Wagner (Yam).

40+: 1. David Ellis (Hon); 2. Dave Wagner (Yam); 3. John Coleman (Suz); 4. Steve Edwards (Kaw); 5. Terry Hoatland (Hon).

50+: 1. Tom Bragg (Yam); 2. Tom Fogg (Yam); 3. Guenter Sonner (Yam); 4. Will Roberts (Yam).

4-STRK: 1. Mike Bragg (Yam).

Berry very good at Frankfort MX Park

By Rupert X. Pellett

FRANKFORT, OH, OCT. 11

Fast-Boys-Dirt-Toys-sponsored Suzuki rider Chris Berry reigned suprême at Frankfort's last race of the year, as the 18-year-old racer whipped the A classes with four wins to take both the 125 and 250cc overalls on a near-perfect race day.

Rain during the week had provided a much-needed bath for the parched area, and practice was a muddy affair, with riders chewing up the greenery in spectacular fashion.

Berry made quick work of his competitors in moto one of the 125cc A class, as he fended off early advances from local rider Dallas Avery to stretch his lead to the checkers. Moto two would see a very aggressive Shaun Kuchler stay with Berry during the early going, but Berry was able to wear down Kuchler with his consistent, hectic pace. Kuchler would hold off David Van Curen for a well-earned second overall on his Honda, while Van Curen's consistent 3-3 finishes netted him third overall, ahead of Avery's 2-4 postings.

The 250cc class would once again see a dominant Berry, with Chris "Fred" Kuhn challenging early in both motos.

Results

65: 1. Michael Willard (KTM); 2. Pat Massie (Kaw); 3. Devan Welch (Kaw); 4. Tyler Bowers (Kaw); 5. Codi Adams (Kaw).

SCHBY 125: 1. Andy Willard (Suz); 2. Mark Diehl (Suz); 3. David Herb (Kaw); 4. Dusty Adams (Yam); 5. A.J. Meade (Suz).

125 A: 1. Chris Berry (Suz); 2. Shaun Kuchler (Hon); 3. David Van Curen (Suz); 4. Dallas Avery (Suz); 5. Scott Shafer (Suz).

125 B: 1. Jared Wolfe (Yam); 2. Jason Saunders (Kaw); 3. Charlie Paskins (Kaw); 4. Michael Arnold (Kaw); 5. Josh Martin (Suz).

125 C: 1. Nate Elkins (Suz); 2. Collin Beverly (Yam); 3. Kasey Chaney (Hon); 4. Kirk Allen (Suz); 5. Eric Ramey (Hon).

250 A: 1. Chris Berry (Suz); 2. Chris F. Kuhn (Kaw); 3. Dallas Avery (Suz); 4. Matt Powers (Suz); 5. Scott Shafer (Suz).

250 B: 1. J.C. Cravens (Yam); 2. Ryan Sloane (Suz); 3. Wordk Blair (Suz); 4. Dave Horn (Suz); 5. Nick Nuttle (Yam).

250 C: 1. Jason Powers (Suz); 2. Jeff Blofeld (Kaw); 3. Donovan Minnear (Yam); 4. Les Arledge (Hon); 5. Nicholas Bukky (Hon).

16-24: 1. Jared Wolfe (Yam); 2. Mike Ivers (Yam); 3. Jason Saunders (Kaw); 4. Ryan Sloane (Suz); 5. Shaun Kuchler (Hon).

25+ A: 1. Matt Powers (Suz); 2. Richard Robinson (Hon).

25+ B: 1. Bob Heareth (Kaw); 2. Dave Horn (Suz); 3. Kevin Perkins (Suz); 4. Marty Berberich (Hon); 5. Jason Powers (Suz).

30+: 1. Richard Robinson (Hon); 2. Terry Blakely (Hon); 3. Bob Heareth (Kaw); 4. Richard Gilhart (Hon); 5. Larry Brookbank (Yam).

40+: 1. J. Gref (Hon); 2. Tim Malott (Suz); 3. Ray Dunaway Jr. (Kaw); 4. Boyde Wolfe (Suz); 5. Rodney Frecker (Hon).

OPEN B: 1. Mark Smith (Yam); 2. Don Passavant (KTM); 3. Mark Wagonner (Hon); 4. Danny Carter (Yam); 5. Pete Hapner (Kaw).

Connelly family takes Barona MX

By Homer Eubanks

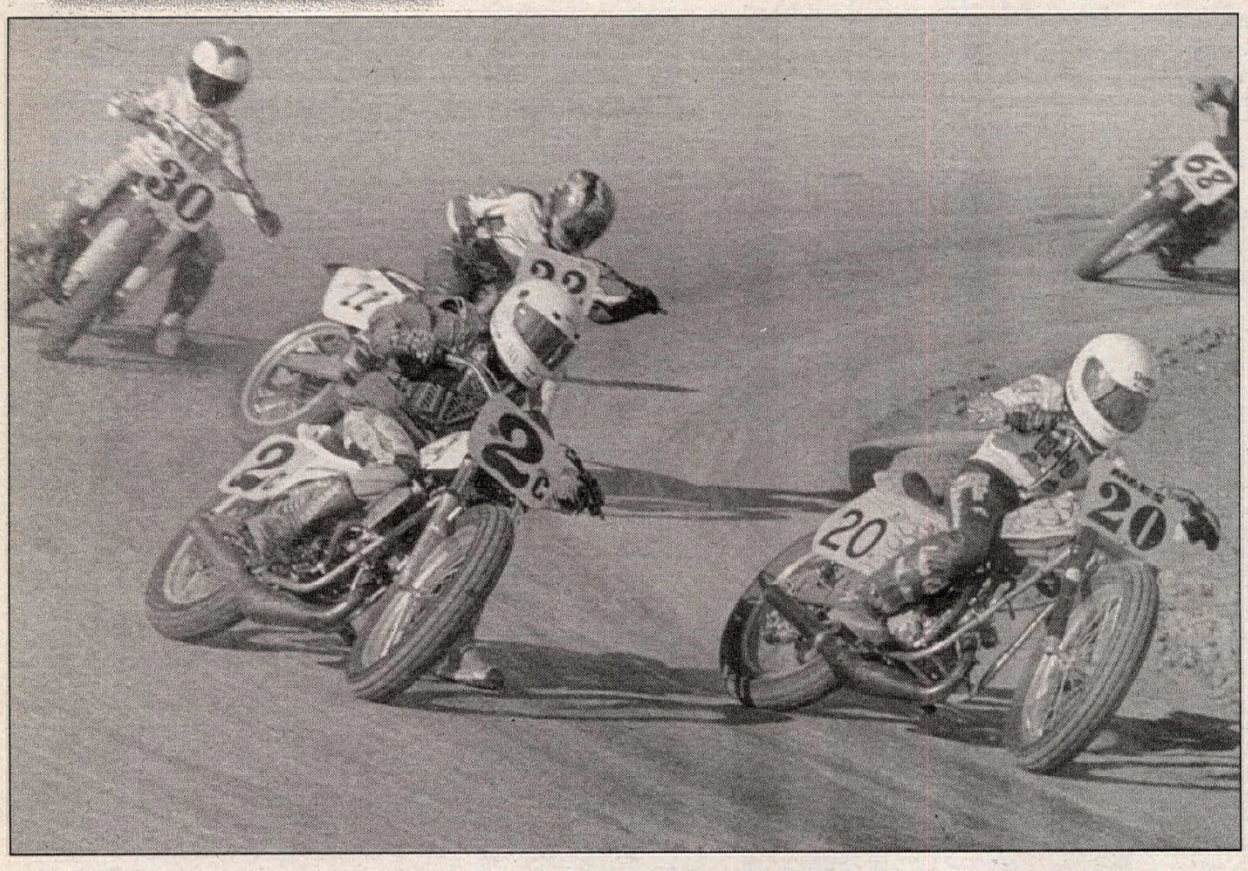
RAMONA, CA, OCT. 25

The Connelly family, young and old, went home big winners at Barona Oaks MX Raceway. But not to be overshadowed was Dustin Watson, who swept the 125cc Novice division in his first 125cc race since moving up from the 80s.

Watson made his move from the 80s in grand style by winning both 125cc Novice motos. With such a stellar performance, Watson looks as if he will be moving up to 125cc Intermediate in a short time. Once Watson was out front, the battle was for second, between Eric Arnett and Cory Criss. Arnett managed to keep Criss at bay in the first moto, but Criss came back in moto two for the second spot. Arnett got a poor start and ended up sixth, and fourth overall, which put Pete Scully in the third overall spot after delivering a 4-3 showing.

In the Vet Novice class, Doug Connelly took home the gold after losing the first round to Ken Lurcook, but coming back in the second moto to take an easy win, with Ron Howell second. Lurcook was third, giving him second overall. Howell had a 4-2 day for third overall.

Greg Meyers captured the Vet Intermediate class with his 3-1 effort. Don Connelly had won the first moto after fending off a hard-charging



Chris Klinefelter (2C) used an outside line to pass racelong leader Jared Mees (20) for the 125cc B main-event win when Trail-Way Speedway hosted its rain-delayed season-finale short track.

Ken Block. The two obliviously had so much fun in the first moto that they went at it again in the second moto. Connelly nailed the holeshot, with Block in pursuit and Meyers following. Block managed to slip past midrace, putting the pressure on Connelly. Connelly pulled a wheel up on Block on several attempts, and on his last attempt, Block tried to shut the door and ended up falling. Connelly then demonstrated some good sportsmanship: Instead of running off and taking the earned win, the concerned Connelly stopped to check on Block's condition, ending up fourth in the moto and second overall.

Yet another Connelly put in an outstanding performance: Shaun Connelly took the overall honors after finishing runner-up in both motos of the 80cc Novice division. Connelly missed out in the first moto when he couldn't match the pace set by Joey Navarro. In the second moto, Navarro got the holeshot but then watched David Meyers blow past midrace. Connelly managed to slip past, but he didn't have the momentum to catch Meyers. Connelly, however, enjoyed the overall with the pair of deuces. Navarro managed second and Tyler Roberts earned third with repeat fourth-place finishes.

Joshua West earned the overall 125cc Intermediate-class honors after placing fourth in moto one and then coming back and winning the second round. Sean Thornton won the first moto, but he only managed a fifth in the second round, which earned him fourth for the day. Derek Chase managed second overall by placing third behind Wilson Nichols Jr. in moto one and then coming back to finish second in the next moto. Nichols had a 2-3 day, giving him third overall.

Sean Thornton got his revenge later in the day, as he won the 125cc (16-25) class with a 2-1 effort. Thornton couldn't keep up the pace set by Joshua West in moto one, but he came back when it counted to earn the overall. West took second, and James Morris took third with a pair of thirds.

Results

INTRO TO MX: 1. Christopher Sampson (Kaw).

P/W F/T: 1. Casey Harris (KTM); 2. Gabriel Toth (KTM); 3. Steven Lounsbury (KTM); 4. Kris Connelly (Lem).

P/W STK (0-6): 1. Christopher Lounsbury (Cob); 2. Cody Trotter (Cob); 3. Dylan Schmoke (KTM); 4. Austin Ballard (Lem).

P/W MOD (0-6): 1. Kyle Coffman (KTM).

P/W STK (7-8): 1. Clayton Murillo (Cob); 2. Justin Morgan (Cob); 3. Trevor Reis (Cob); 4. Kristopher Chambers (Cob).

P/W MOD (7-8): 1. Clayton Murillo (Cob); 2. Justin Morgan (Cob); 3. Kristopher Chambers (Cob); 4. Cameron Coffman (KTM); 5. Trevor Reis (Cob).

JR CYCLE: 1. Terren O'Dell (Kaw); 2. Curtis Perkins (Kaw); 3. Cameron Coffman (KTM); 4. Jake Thomas (Kaw).

60 STK (7-11): 1. Steven Cerda (KTM); 2. Evan Cox (Kaw); 3. Brandon Hamilton (Kaw); 4. Steven Lewis (Kaw); 5. Michael Herrera (Kaw).

80 BEG: 1. Larry Reese Jr. (Kaw); 2. Steven Mann (Yam); 3. Chase Takacs (Yam); 4. Marcus Reyes (Yam); 5. R.T. Underwood (Hon).

80 NOV: 1. Shaun Connelly (Yam); 2. Joey Navarro (Kaw); 3. Tyler Roberts (Yam); 4. Bobby Romero (Yam); 5. Jeff Vaughn (Yam).

80 INT: 1. Josh Navarro (Kaw).

80 STK (7-11): 1. Brad Masters (Yam); 2. Marc Abernathy (Hon); 3. Chas Takacs (Yam); 4. Matthew Adams (Hon); 5. Trent Lewis (Yam).

S/MINI: 1. Josh Navarro (Kaw); 2. David Meyers (Hon); 3. Bobby Romero (Yam); 4. Joey Navarro (Kaw); 5. Tyler Roberts (Yam).

125 BEG: 1. Steven Eurino (Yam); 2. Kyle Bently (Hon); 3. Brian Melsheimer (Yam); 4. Eric Anderson (Hon); 5. Steven Clabaugh (Kaw).

125 NOV: 1. Dustin Watson (Yam); 2. Cory Criss (Yam); 3. Pete Scully (Yam); 4. Eric Arnett (Yam); 5. Billy Arnone (Yam).

125 INT: 1. Joshua West (Yam); 2. Derek Chase (Yam); 3. Wilson Nichols Jr. (Hon); 4. Sean Thornton (Yam).

125 (16-25): 1. Sean Thorton (Yam); 2. Joshua West (Yam); 3. James Morris (Yam); 4. Ryan Roberts (KTM).

250 BEG: 1. Kyle Bentley (Yam); 2. Nathan Smith (Yam); 3. Josh Floyd (Yam); 4. Britton Ross (Yam); 5. Dawson Leachman (Suz).

250 NOV: 1. Mike Hopster (Kaw); 2. Bryon Kukla (Hon); 3. Ricky Graves (Kaw); 4. Kyle West (Yam); 5. Kevin Yost (Yam).

250 INT: 1. Daniel Nichols (Kaw); 2. Jonathan Knight (Yam).

VET BEG: 1. Tim Dunaway (Suz); 2. Dawson Leachman (Suz); 3. Dean Herrera (Suz); 4. Ron Adams (Yam); 5. Lee Hoffman (Hon).

VET NOV: 1. Doug Connelly (Yam); 2. Ken Lurcook (Suz); 3. Ron Howell (Suz); 4. Steven Will (Kaw); 5. Owen Nieder (Kaw).

VET INT: 1. Greg Meyers (Kaw); 2. Don Connelly (Yam); 3. Chip Morton (Yam); 4. Scott LaRosh (Hon); 5. Ken Block (Kaw).

OPEN: 1. Bryon Kukla (Hon).

125 PRO: 1. Dustin Nelson (Yam); 2. Andy Harrington (Yam).

Klinefelter classic at Trail-Way ST Finale

By Len and Ben Breech

HANOVER, PA, OCT. 11

Chris Klinefelter powered by Jared Mees on the outside late in the 125cc B final for the win to close out a rain-delayed Trail-Way Speedway season finale.

The season finale was originally scheduled for Saturday afternoon, but two days of heavy rain, along with rain that morning, forced officials to use one of the rare dates for which they actually had a rain date scheduled. Sunday was bright and sunny, the track was dust-free, and, with the exception of a soft rut in the first turn, the track was the smoothest it has been this season.

The 125cc B final was a close one, as Jared Mees took a rare lead over Klinefelter, with Bryan Douglas and Jason Isennock close behind them. With Mees holding a close inside line, Klinefelter went to the outside of the groove and started to find a line, running beside Mees for almost half the race. As they started the last lap, Klinefelter took the lead for good and held on for the win by half a length.

Mees again grabbed the lead at the start of the 250cc B class, trailed by Greg Sassaman, Joey Tyeryar and Bryan Douglas. Tyeryar took second at the start of the second lap, while Isennock used the outside line to go into third by the fourth lap. Mees kept his Michael's H-D Classics-sponsored Honda in front of Tyeryar to the end.

Tyeryar later went on to win the 600cc B final.

Another close final came in the 85cc class, as Zach Calcutt took the lead - as he has done many times this season - with Shawn Baer right behind him and Travis Sennett, Jonathan Jordan and Bryan Armstrong several lengths back. But for the first time this season, Calcutt held off Baer, who was never more than a length or two back, to take a final win.

Results

50 (4-6): 1. John Long (Lem); 2. Evan Baer (Act); 3. Andrew Smith (Act); 4. Bryan DeMuro (Act); 5. Jesse Walters (Act).

50 (7-8): 1. Jeff Haldeman (Lem); 2. Megan James (Act); 3. Brandon Robinson (Act); 4. Joey Parks (Lem); 5. Bobby Weir (Lem).

50 OIL-INJ: 1. Evan Baer (Yam); 2. Brett Pugh (Yam); 3. Bobby Weir (Yam); 4. Mitch Harvat (Yam); 5. R.J. Hart (Yam).

65: 1. Jeff Haldeman (Hon); 2. Megan James (Kaw); 3. Brandon Robinson (Kaw); 4. R.J. Hart (Kaw).

85: 1. Zach Calcutt (Hon); 2. Shawn Baer (Yam); 3. Travis Sennett (Yam); 4. Jonathan Jordan (Kaw); 5. Bryan Armstrong (Hon).

125 SCHBY: 1. Jonathan Reid (KTM); 2. Robbie Reynolds (Hon).

125 B: 1. Chris Klinefelter (Hon); 2. Jared Mees (Hon); 3. Bryan Douglas (Hon); 4. Jason Isennock (Hon); 5. Shawn Baer (Yam).

250 A: 1. Don Mullen Jr. (Suz); 2. Joe Zydinsky (Hon); 3. Corey Hormes (Hon); 4. Dave Smith (Hon); 5. Paul Allison (Hon).

250 B: 1. Jared Mees (Hon); 2. Joey Tyeryar (Yam); 3. Bryan Douglas (Hon); 4. Jason Isennock (Hon); 5. Greg Sassaman (Yam).

500 A 2-VALVE: 1. Dave Smith (Yam); 2. Jim Chapman (Yam); 3. Chris Roody (Yam); 4. Nick Taylor (Yam); 5. John Winsett Sr. (Yam).

600 A: 1. Don Mullen Jr. (Rtx); 2. Bob Sweeten (Rtx); 3. Ace Phillps (Rtx); 4. Ed Hyde (Rtx); 5. Nathan Davis (Rtx).

600 B: 1. Joey Tyeryar (Rtx); 2. Bill Stillwell (Rtx); 3. Chris Roody (Yarn); 4. Bill Menges (Kaw).

750 A: 1. Nick Taylor (Yam); 2. Brian Eckhart (Tri), 3. Joe Gately (Tri); 4. John Winsett Sr. (Tri); 5. Roy Miller (Tri).

30+: 1. Ted Marczyk (Hon); 2. Ray Stillwell (Rtx); 3. Mike Keane (Hbg).

40+: 1. Bob Sweeten (Rtx); 2. Jim Chapman (Rtx); 3. Bruce Miller (Hon); 4. Joe Gately (Tri); 5. Mike Keane (Hbg).

SPTSMN: 1. Rick Winsett (Rtx); 2. Ace Phillips (Rtx); 3. Joe Zydinsky (Hon); 4. Don Mullen Jr. (Rtx); 5. Roy Miller (Rtx).

Caputo conquers Silver State Motocross

By Dick Goodwin

PAHRUMP, NV, OCT. 17

Little Tony Caputo put in two strong rides at Silver State Supercross Park to ace the 60cc (6-8) class. The Las Vegas hotshoe won the combined 60cc race and spent the night dicing with the leader of the 9-11 group, Patrick Provencher.

Provencher grabbed the first-race holeshot, ahead of Matthew Liguori and Zack McInelly. Caputo, meanwhile, was fourth and closing fast. By the time they got to Mount Pahrump, he had fought his way into second, behind Provencher. The top two took off and left the field behind, finishing one-two and each winning their divisions by huge margins.

Caputo got a much better start in moto two and was just behind Provencher, who got the holeshot once again. Provencher and Caputo went at it for several laps until the latter did a face-plant at the tabletop after the hill. This let Provencher roll to a huge lead and the win in the 60cc (9-11)class. Caputo recovered and still won his race with ease, topping the 60cc (6-8) division.

Results

P/W (4-6): 1. Tanner Krahenbuhl (KTM); 2. Casey Mello (Lem); 3. Dylan Pool (Lem); 4. Jake Stumbo (KTM); 5. Zachary Ziearu (KTM).

P/W (7-8): 1. Dominic DeLuca (KTM); 2. Colton Morris (Act).

60 BEG (6-8): 1. Tony Caputo (Kaw); 2. Zack McInelly (Kaw); 3. Jon Ziearu (Yam); 4. Josh Stumbo (Kaw).

60 BEG (9-11): 1. Patrick Provencher (Kaw); 2. Matthew Liguori (Kaw).

80 BEG: 1. Kyle Ames (Hon); 2. Scott Taack (Hon); 3. Nick Vernia (Kaw); 4. Erik Hodges (Suz); 5. Bryan Wulfenstein (Hon).

80 NOV (7-11): 1. D.J. Hoover (Kaw).

80 NOV (12-16): 1. Kyle Partridge (Suz); 2. Robby Woods (Hon); 3. Jarred Haughey (Hon).

125 BEG: 1. Dennis Rodriguez (Kaw); 2. Jon Atkin (Hon); 3. Matt Scott (Yam).

125 NOV: 1. Kyle Partridge (Suz); 2. Carl Maassberg (Hon).

125 INT: 1. Randy Stefan (Suz).

250 NOV: 1. Chris Champlin (Hon); 2. Chuck Morris (Kaw).

250 INT: 1. Charley Rennie (Kaw).

Amaradio aces REM Glen Helen MX

By Rocky Hash

SAN BERNARDINO, CA, OCT. 12

Tony Amaradio took the measure of a very talented and fast pool of Pro racers during Racing Enterprises Motosports' weekly Saturday Motocross at Glen Helen Raceway Park as he bested the 125cc/250cc/Vet Combined Pro contest with a convincing double moto sweep.

When the first moto got under way, it was Motocross Action's "Wild" Willy Musgrave grabbing the holeshot on his Yamaha YZ250. Kawasaki rider Billy Frank pushed his KX into the second slot, while Mark Tilley had his KTM 125 in third. The fourth spot was occupied by Gordon Ward on his TM, and Craig Smith had his RM in fifth. As the pack came out of the back section, Frank was the first to show up, having made the first-lap pass for the lead. Musgrave was now in second, while Ward had moved up to take over third. Amaradio completed lap one in sixth place, having suffered a poor start. Frank continued to ride smoothly out front, and he was able to put about five seconds on Musgrave. Amaradio, however, had started his march to the front.

The YZ pilot put the pass on both Tilley and Ward to move up to the third spot by the fourth lap. Musgrave was his next victim, and Amaradio passed him on the next lap to take over second place. Out front, Frank was impressively holding his own, and Amaradio was only able to close about a second per lap on the Vet racer - but close he did, and just as the two-lap signal was given, Amaradio went around Frank and took command of the race.

Amaradio immediately opened up a two-second advantage, but as the duo began to encounter lapped traffic, Frank closed to within a bike length of the leader. When the white flag came out, Amaradio cleared the traffic and held his advantage to the wire, taking the moto win. Frank was a close second, while 125cc Pro Ward had charged back up to claim third after briefly stopping midmoto to gather a soil sample. Tilley was fourth, completing the race with no rear brake due to fluid loss. Smith filled out the top five.

At the start of moto two, Amaradio was looking to make his job easier this time, and he grabbed a big holeshot. Frank settled into second with another good start, while Ward put his TM 125 into third. Suzuki rider Smith claimed fourth and Musgrave, now RM-mounted, was fifth. For the first half of the race, Amaradio couldn't get away from Frank, as the Vet racer was able to hang with the National-level Pro. Ward was solidly in the third, though Tilley was keeping him honest in fourth. As the moto wore on, Amaradio was able to stretch his lead on Frank, and when the two-lap signal was given, he enjoyed a five-second advantage. When the checkers came out, it was Amaradio cruising in for the moto win to complete his perfect day. Frank was again next best, while Ward finished third. Musgrave claimed fourth and Tilley was fifth. On the day, the lion's share of the purse went to Amaradio with his overall victory. After going 2-2, Frank was runner-up, while Ward's 3-3 tally earned him third. Tilley came in fourth after posting 4-5 scores, and Musgrave was fifth with his 6-4 finishes.

Results

70+ JR: 1. Asker Larnkjaer (Suz); 2. John Webb (Hon); 3. Phil Notold (Mai).

50+ MSTR: 1. Ray Pisarski (Hon); 2. Jody Weisel (Kaw); 3. Bengt Johansson (Yam); 4. George Spearing (Kaw); 5. Bill Carr (Hon).

50+ INT: 1. Ken Beach (Yam); 2. Gabe Gutierrez (Yam); 3. Bill Sterns (Hon); 4. John Crawford (Suz); 5. Bob Mackie (Hus).

50+ NOV: 1. Ken Feulner (Kaw); 2. Chuck Woody (Yam); 3. Bill Bicketts (Hon); 4. Mark Stillwell (Hon); Vince Sissilli (Hbg).

40+ MSTR: 1. Rich Eierstedt; 2. Marc Crosby (Kaw); 3. Alan Olson (KTM); 4. George Kohler (Hon); 5. Willy Amaradio (Yam).

40+ EX: 1. Ted Kukla (Yam); 2. Ken Ehlers (Yam); 3. Mark Granberg (Yam); 4. Gary Scott (Yam); 5. Dan Stoner (KTM).

40+ INT: 1. Mark Hall (Yam); 2. Cliff Steel (Kaw); 3. Greg Whitfield (Hon); 4. John Frendo (Kaw); 5. Steve England (Hon).

40+ NOV: 1. Lee Amaradio (Yam); 2. Mike Machuga (Hon); 3. Leonard Kirschner (Hon); 4. Mike Cassell (Kaw); 5. John Beckman (Kaw).

VET INT: 1. Bryan Daniel (Hon); 2. Ron Lawson (Kaw); 3. Bob Johnson (Kaw); 4. Stephen Watson (Hon); 5. Frank Crosby (Hon).

VET NOV: 1. Gary Harada (Kaw); 2. Rocky Hash (Hon); 3. Chris Alamangos (Kaw); 4. Keith Stoner (KTM); 5. Val Fukunaga (Kaw).

VET BEG: 1. Steve Magione (Suz); 2. Steve Flerrin (Suz); 3. Kevin Gotto (Suz); 4. Lance Burwood (Hon); 5. Bill Fisher (Hon).

PRO: 1. Tony Amaradio (Yam); 2. Billy Frank (Kaw); 3. Gordon Ward (TM); 4. Mark Tilley (KTM); 5. Willy Musgrave (Suz).

250 JR: 1. Ichiro Nakaya (Suz); 2. Brian Stoner (KTM); 3. James Edwards (Suz); 4. Chris Maline (Hon); 5. Chad Clarke (Suz).

125 JR: 1. Stephen Sailing (Yam); 2. Mike Napoli (Kaw); 3. James Edwards (Suz); 4. Jeremy Murphy (Suz); 5. Nick Sanchez (Suz)

80 NOV: 1. Ryan Riess (Yam); 2. Rebecca Kukla (Kaw); 3. Mickie Ortiz (Kaw); 4. Jonas Monte (Suz); 5. Ross Peterson (Hon).

Schmitz sails at SVR MX

By Carl Davis

TIFFIN, OH, OCT. 18

F&S Suzuki-sponsored Jon Schmitz continues his stranglehold on the competition at the Sandusky Valley Riders Club. Schmitz has a string of victories over a couple of years, racing in the Over 25, Over 30 and Pro classes at SVR circuit.

With this being the last MRA points race of the year, a good rider turnout provided some great racing on a well-prepared track. Most of the first round of motos were perfect until Mother Nature overdid the water schtick and turned the second motos into sloppy messes.

Schmitz took the top Pro money after beating out Jake "The Snake" Davis in the second moto to take the overall win. The Schiets Motors/Wulfsport-sponsored Davis took advantage of a bobble by Schmitz to win moto one and had the early lead in moto two before making a small mistake that was just big enough for Schmitz to exploit. Schiets Motors-sponsored Matt Feasel outdueled Canadian Kawasaki rider Brad Dixon in moto two for third overall.

Schmitz took the Over 25-class win over Feasel and Matt Vermilyea and claimed the Over 30-class win over fellow Yamaha riders Jeff Beerbower and Craig Smith.

Mark Mackay had a good day of riding, taking victories in the Over 40 class and the Vintage 89 division. Mackay was throwing his big old CR500 around the muddy track well ahead of a large pack of combined classes of racing.

Bob Mason took second overall in the Over 40 class behind Mackay after winning moto one. He had a harder time with the mud in moto two and had to settle for second, with Badbrush Designs' Jeff Clark taking third. Mason took first overall in the Over 45 class ahead of Eric Carlson and Stan Courted.

Results

50 (4-6): 1. Robert Goupill (Yam); 2. Joshua Lascola (Yam); 3. Brock Bernholtz (Yam).

50 (7-8): 1. Nicholas McCarthy (Yam); 2. Jared Cline (Yam); 3. Joshua Rutherford (Yam).

50 (4-6) S: 1. Joey Dubowsky (KTM); 2. Joseph Massey (KTM); 3. Garrett Daugherty (Cob).

50 (7-8) S: 1. Joshua Rutherford (Yam).

50 EX: 1. Cameron Martinez (Cob); 2. Robert Goupill (Yam); 3. Joseph Massey (KTM).

60 (7-11): 1. Adam Behringer (Kaw); 2. Kyle McConnell (Cob); 3. Greg Durivage (KTM).

80 P/W: 1. Kelby Lambka (Yam).

85 BEG: 1. Mark Tinsley (Kaw); 2. Tom Hagle (Hon); 3. Jerry Urbanowski (Yam).

85 NOV: 1. Ryan Bennett (Hon); 2. Thomas Koraleski (Hon); 3. Adam Spieker (Yam).

80 EX: 1. David Reed (Hon); 2. Andrew Janney (Hon); 3. Alan Strang (Hon).

125 JR: 1. Jason Wiedman (Yam); 2. Andy Conklin (Hon); 3. Justin Lambka (Hon).

125 BEG: 1. Justin Schmehl (Hon); 2. Thomas Cafego (Hon); 3. Todd Muntz (Hon).

125 NOV: 1. Kevin Sleek (Suz); 2. Brian Amber (Kaw); 3. Dennis Beard (Yam).

125 INT: 1. Tony Robinson (Kaw); 2. Jeff Wullum (Kaw); 3. Joey Lewis (Yam).

250 BEG: 1. David Rice (Hon); 2. Jerry Fulton (Hon); 3. Ted Strayer (Hon).

250 NOV: 1. Neil Webken (Hon); 2. Shane Bauman (Yam); 3. Neil Carlson (Hon).

250 INT: 1. Gabriel Stahl (Kaw); 2. Jeff Carlson (Hon); 3. Cory Mason (Yam).

125/250 EX: 1. Jon Schmitz (Suz); 2. Jake Davis (Hon); 3. Matt Feasel (Hon).

16-24: 1. Brad Dixon (Kaw); 2. Matt Ray (Hon); 3. Jason Foldesi (Suz).

25+: 1. Jon Schmitz (Suz); 2. Matthew Feasel (Kaw); 3. Matt Vermilyea (Kaw).

30+: 1. Jon Schmitz (Suz); 2. Jeff Beerbower (Yam); 3. Craig Smith (Yam).

35+: 1. Jeffrey Clark (Suz); 2. Jeff Beerbower (Yam); 3. Eric Bauer (Hon).

40+: 1. Mark Mackay (Hon); 2. Bob Mason (Yam); 3. Jeffrey Clark (Suz).

45+: 1. Bob Mason (Yam); 2. Eric Carlson (Hon); 3. Stan Courtad (Hon).

VINT: 1. Mark Mackay (Hon); 2. Brett Negus (Hon).

4-STRK: 1. Andrew Janney (Hon); 2. Scott Haley (Yam); 3. Tim Vaughn (Yam).

Dunning brothers style at Hunt Motocross

By Michael Harasmisz

HUNT, NY, OCT. 4

Cody Dunning took the overall wins in the 60cc and Mini Junior classes, while his younger brother Chad finished second in the 60cc class at the Hunt Moto Park motocross.

The two brothers' riding style and results have been improving all season long under the coaching of their father, Cub Dunning, who is also a top Vet rider.

Jon Schmitz won the Vet Over 25, Over 30 and Pro classes at the Sandusky Valley Riders MX in Tiffin, Ohio.

Some 430 riders turned out to compete under sunny skies, with temperatures in the 60s, which made for a great day of fall-weather racing. Track conditions were excellent, with many places to pass in the multibermed corners that developed. With this being the last Hunt Moto Park race for the 1998 season, the track promoter provided prizes to the top-placing riders, supplied by track sponsors Dunlop, Scott USA, EBC, Spectro Oils and Technosel.

The first moto of the 60cc class saw 24 riders blast into the first turn, with Cody Dunning leading the way and Chad Dunning and Steve Sliwinski close behind him. The Dunning brothers quickly pulled away from Sliwinski, who was holding down third place. Cody took the moto win, with a slight lead over Chad. Sliwinski finished third.

The second 60cc moto was an instant replay of the first, with the Dunnings out front, running first and second, but this time Matt Flint, on a KTM, was in third. Cody took the win and the overall while Chad was second on the day. Flint was third in the moto, which - combined with his fifth in the first moto - was good for fourth overall. Sliwinski was third overall with a 3-4 moto score.

Cody returned to take the win in the Mini Junior class with a 1-2 moto score over a hard-charging Jeffrey Mort, who finished 5-1 for second overall. Third overall went to William Reece with a 2-4 finish. The ninth annual Vintage Exhibition race, which was sponsored by Perry Cycle Works, brought 22 bikes to the line for a one-moto show. The riders were given a parade lap and then they lined up for the start - in between a couple of bikes with fouled plugs and a push-started bike or two, which looked just like the old days.

Taking the holeshot was Maico-mounted Michael Harasmisz, with Mark Murphy and Ben Atkinson, both Yamaha-mounted, in close pursuit. Harasmisz began to open up his lead as he carved his way around the natural-terrain track, while Atkinson took over second place on the second lap. Murphy maintained third, and David Carman moved into fourth place after a midpack start on his Honda Elsinore.

Harasmisz took the win, with Atkinson finishing second and Murphy in third. Carman was fourth, and he also picked up a large trophy for the most original motorcycle. Dan Marvin took home a nice trophy for having the oldest motorcycle, his 1968 AJS Stormer.

Results

P/W: 1. Matt Guilfoil (Cob); 2. Chris Lawrence (Cob); 3. Jeff Brigham (Cob); 4. Andrew Carlson (KTM); 5. Damon Gauger (KTM).

60: 1. Cody Dunning (Kaw); 2. Chad Dunning (Kaw); 3. Steve Sliwinski (Kaw); 4. Matt Flint (KTM); 5. Alex Sigismondi (Kaw).

MINI JR: 1. Cody Dunning (Kaw); 2. Jeffrey Mort (Kaw); 3. William Reece (Yam); 4. Alex Sigismondi (Kaw); 5. Curt Jones (Yam).

MINI SR: 1. Gene Nighman (Kaw); 2. Brandon Kuhn (Yam); 3. Caleb Miller (Yam); 4. Daniel Phillips (Hon); 5. Donald Tayler (Kaw).

MINI COMB: 1. Gene Nighman (Kaw); 2. Brandon Kuhn (Yam); 3. Caleb Miller (Yam); 4. Daniel Phillips (Hon); 5. Steven Udell (Yam).

SCHBY: 1. Jimmy Miller (Yam); 2. Josh Pike (Yam); 3. Donny Williams (Yam); 4. Justin Bradley (Hon); 5. Carl Martin (Suz).

16-24 COMB: 1. Aaron Dieter (Suz); 2. Casey Higgins (Yam); 3. Matt Patterson (Yam); 4. Aaron Utberg (Kaw); 5. Matt Morgan (Suz).

125 BEG: 1. Dan Placek (Yam); 2. Timothy Kriger (Kaw); 3. Chuck Hoffman (Yam); 4. A.J. Fessenden (Yam); 5. Bill Carey (Suz).

125 NOV: 1. Jeff Burdon (Suz); 2. Steven Edwards (Hon); 3. Nick Colombo (Yam); 4. Troy Damon (Suz); 5. Justin Bradley (Hon).

125 AM: 1. Aaron Utberg (Kaw); 2. Corey Kandeper (Hon); 3. Jimmy Miller (Yam); 4. Matthew Morgan (Suz); 5. Don Carman (Yam).

125 EX: 1. Don Schmidt (Hon); 2. Aaron Dieter (Suz); 3. Peter Phillips (Hon); 4. Ed Vanballegooyen (Kaw); 5. Brian Austin (Suz).

250 BEG: 1. Jim Fowler (Kaw); 2. Jim Culver (Hon); 3. Ryan Herman (Yam); 4. Paul Bartzold (Kaw); 5. Jim Klich (Kaw).

250 NOV: 1. Chris Ranson (Yam); 2. Frank Wapole (Kaw); 3. Dale Ayers (Hon); 4. Mark Smith (Kaw); 5. Robert Lorini (Yam).

250 AM: 1. Nigel Martin (Suz); 2. Gerald McKarthy (Yam); 3. Ed Sponeybarger (KTM); 4. Bob Neiss (Suz); 5. Bradley Draudt (Suz).

250 EX: 1. Don Schmidt (Hon); 2. Paul Austin (Kaw); 3. Greg Meeder (Kaw); 4. Ed Vanballegooyen (Kaw); 5. Peter Phillips (Hon).

25+ AM: 1. Michael Harasmisz (Kaw); 2. Mark Klein (Yam); 3. Wayne Barber (Kaw); 4. Brian Broadwell (Suz); 5. Doug Weinman (Hon).

25+ EX: 1. Don Schmidt (Hon); 2. Paul Austin (Kaw); 3. Peter Phillips (Hon); 4. Ed Vanballegooyen (Kaw); 5. Greg Meeder (Kaw).

SR C: 1. Ron Wolf (Yam); 2. Rudy Uglialoro (Kaw); 3. Pat Lewandowski (Suz); 4. George Martin (Kaw); 5. Henry Lucio (Kaw).

VET: 1. Bart Lucas (Hon); 2. John Stiegler (Kaw); 3. Timothy Devay (Kaw); 4. Scott Daley (Hon); 5. Wayne Barber (Kaw).

VINT/WDS: 1. Glenn Fridler (Hon); 2. Timothy Devay (Kaw); 3. Wayne Barber (Kaw); 4. John Young (Suz); 5. Tom Cox (Kaw).

VINT EXHIB: 1. Michael Harasmisz (Mai); 2. Ben Atkinson (Yam); 3. Mark Murphy (Yam); 4. David Carman (Hon); 5. Ted Smith (Yam).

Shealy wins at MX of Marion

By Kyle Myers

REDDICK, FL, OCT. 11

Just over 330 riders competed in round four of the Unlimited Sports Florida Gold Cup Series, held at the high-flying Motocross of Marion County track. Kawasaki pilot Clint Shealy posted a four-moto sweep to win the 16-24 and 250cc B classes on this fine day of racing action in the hot Florida sun.

In the first 16-24 moto, Shealy rocketed out of the gate to lead the 13-rider field into turn one to grab the holeshot. Davis Guimarines, Andre Boloni, Karsten Butler and Derrick Januszyk followed in his roost. Shealy made good use of the clear track ahead and pulled away from the pack while Boloni slipped by Guimarines at the end of lap two to move into second. Januszyk motored by Butler, with Sam Yannitelli following. When the checkered flag fell, Shealy took the win, with Boloni, Guimarines, Yannitelli and Januszyk filling the top five.

When the gate dropped for moto two, Shealy once again found himself at the front of the rat pack, with Butler, Januszyk, Guimarines and Boloni all trying to keep pace. The positions stayed the same for the next four laps until the white flag came out. At that point, Guimarines gassed his KTM by Januszyk to move into third as Shealy flew across the finish line to nab the moto and the overall win of the day. Butler held on to secure second, with Guimarines, Januszyk and Boloni rounding out the top five positions.

Shealy later returned to do battle in the highly competitive 250cc B division, but he had to watch as Steve Dumond blasted the first-moto holeshot ahead of him. Shealy made his move on lap two and never looked back. Dumond held on for second, with Tim Eggers finishing third.

In moto two, it was all Shealy, as he led wire-to-wire. Mike Lampe trailed behind but was passed by Dumond on the final lap for second; Lampe finished third.

Results

P/W (4-6): 1. Mike McArthur (Cob); 2. Jesse Freeman (Cob); 3. Zac Freeberg (Cob); 4. Tyler Moore (Cob); 5. Cody Graves (Cob).

P/W (7-8): 1. T.J. Rhonelli (Cob); 2. Orlando Hamilton (Cob); 3. Dustin Solovitch (Cob); 4. Roger Williams (Cob); 5. Jimmy Norton (Cob).

65 (7-9): 1. Ricky Renner (Kaw); 2. Don Solley (Kaw); 3. D. Jon Camp (Kaw); 4. Kyle Keylon (Kaw); 5. T.J. Rhonelli (Kaw).

65 (10-11): 1. Chase Revell (Kaw); 2. Ian Millett (Kaw); 3. Michael Lozaw (Kaw); 4. Justin Bryant (Kaw); 5. Chris Haack (Kaw).

85 (7-11): 1. Bryan Johnson (Suz); 2. Matt Boni (Kaw); 3. Bobby Lucroy (Suz); 4. Jon Camp (Suz); 5. Chris Haack (Kaw).

85 (12-13): 1. Danny Jones (Kaw); 2. Ricky Bryant (Kaw); 3. Ryan Luke (Kaw); 4. John Antonio (Hon); 5. Ricky Ewing (Hon).

85 (14-15): 1. Shawn Mayo (Hon); 2. Paul Perebijnos (Hon); 3. Drew Kain (Kaw); 4. Scott Perry (Suz); 5. Tony Scianihanico (Kaw).

S/MINI: 1. Paul Perebijnos (Hon); 2. Bryan Johnson (Suz); 3. Drew Kain (Kaw); 4. Shawn Mayo (Hon); 5. Jimmy Keys (Yam).

125 YTH: 1. Troy Adams (Suz); 2. Kyle Farnell (Suz); 3. Aaron Lindsey (Yam); 4. Ryan Davis (Kaw); 5. Matt Johnson (Yam).

16-24: 1. Clint Shealy (Kaw); 2. Davis Guimarines (Hon); 3. Andre Bolini (Suz); 4. Karsten Butler (Hon); 5. Derrick Januszyk (Kaw).

125 A: 1. Jarrett Tipping (Suz); 2. Tyson Hadsell (Yam); 3. Marcus Pedrero (Suz); 4. Brian Vernes (Yam); 5. Mike Stevenson (Kaw).

125 B: 1. Aaron Lindsey (Yam); 2. Kyle Farnell (Suz); 3. Ryan Davis (Kaw); 4. Matt Johnson (Yam); 5. Troy Adams (Suz).

125 C: 1. Brandon Butler (Hon); 2. Ronnie Monk (Yam); 3. Jeremy Freeman (Kaw); 4. Derek Keyes (Hon); 5. Danny Sadler (Suz).

125 PRO: 1. Tyson Hadsell (Yam); 2. Mike Stevenson (Kaw).

250 A: 1. Jarrett Tipping (Suz); 2. Mike Brillinger (Hon); 3. Tyson Hadsell (Yam); 4. Davis Guimarines (Hon); 5. Randy Jackson (Kaw).

250 B: 1. Clint Shealy (Kaw); 2. Steve Dumond (Suz); 3. Tim Eggers (Suz); 4. Chris Malin (Kaw); 5. Mike Lampe (Suz).

250 C: 1. Brian Morris (Kaw); 2. Chris Nelson (Yam); 3. Steve Rhoades (Kaw); 4. Mike Delano (Yam); 5. Danny Sadler (Suz).

250 PRO: 1. Kenny Yoho (Yam); 2. Jarrett Tipping (Suz); 3. Marcus Pedrero (Suz); 4. Rudy Waller (Yam); 5. Randy Jackson (Kaw).

25+: 1. Marcus Pedrero (Suz); 2. Rudy Waller (Yam); 3. Mark Beamer (Kaw); 4. Mike Lampe (Suz); 5. Jeff Lampe (Suz).

30+: 1. Jeff Lampe (Suz); 2. Mark Beamer (Kaw); 3. Steve Dumond (Suz); 4. Tim Eggers (Suz); 5. Don Marshall (Yam).

35+: 1. Tim Eggers (Suz); 2. Chris Nelson (Yam); 3. Mark Thomas (Kaw); 4. David Ellis (Hon); 5. Bob Lash (Kaw).

40+: 1. David Ellis (Hon); 2. Mark Thomas (Kaw); 3. Dave Wagner (Yam); 4. Bob Dare (Kaw); 5. Brian Whitcomb (Hon).

50+: 1. Tom Fogg (Yam); 2. Doug Hammond (Yam); 3. Ron Crews (Yam); 4. Rufus Salinas (Suz); 5. Guenter Sonner (Yam).

4-STRK: 1. Bryan List (Yam); 2. Don Marshall (Yam).

Harrison, Barr weather Milton MX

By Neal R. Thomas

MILTON, FL, OCT. 3

Heath Harrison and Blake Barr put the foul weather of Hurricane Georges behind them and headed to West Florida MX in Milton, where they blew through the competition to score class wins in Pee Wee D and 80cc D on an extensively reworked track.

Harrison looked strong in the Pee Wee D heat race, where he ended up second to Frankie Butler on a four-stroke Honda. Butler nabbed the holeshot, with Trey Quinn and Harrison close behind him. Harrison fell in two hairpin turns and had trouble in the sandy turns as well, but he stormed through the whoop section, which helped him work his way up to second at the finish. He was sandwiched by winner Butler and third-placed Quinn.

Dylon Beesley absconded with the holeshot in the Pee Wee D main, but in the second turn Harrison made a move around the outside to burn Beesley and Butler at the same time. Harrison looked strong again, as he dominated the whoop section just as he had in the heat race. Butler was riding smoothly and running a good pace, and it looked like he might catch Harrison, but he was held up for a few seconds as the pair came through lapped traffic. This gave Harrison breathing room for the rest of the long moto. He hammered away and came home first, with Butler second and Quinn third. Anthony Salas took fourth, even though he had what looked like a painful crash with Beesley early in the moto.

Barr pulled away to control the 80cc D heat race after passing quick starter Omer Helms early in the race. Subsequently the action was all behind him. Douglas McCoy, who is nephew to local track legend Earl McCoy, ended up second after a heated side-by-side battle with Helms, who finished third.

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EVENTS

The 80cc D main was loaded with action, which all started after a big holeshot by Danny Westwood left Helms, Barr and McCoy in hot pursuit. Barr looked the most aggressive and the most consistent at the same time. He rode harder in the turns and was somewhat fearless on the jumps. In any case, he quickly moved into the lead, with McCoy in tow. They both passed Helms, who had a few problems with a sandy turn, and then they passed Westwood, who looked very smooth and fast on the straights but sort of tiptoed through the turns. Barr broke out of the pack and built up a demoralizing lead that looked bad for second-placed McCoy. Although McCoy took a little more time to find his pace, he really turned it up before the race was over.

In the meantime, a serious struggle for third was under way between Westwood, Helms and Joey Highfill. A start-straight miscue put Highfill on the ground and way behind. Nevertheless, he motored up through the pack quickly to join the race.

The checkers fell first on Barr, who was followed by McCoy. They had a comfortable lead over the rest of the pack, but the contest for third through fifth could have turned out any number of ways. As it turned out, Highfill sneaked across in third, followed by Westwood and Helms.

Results

P/W B: 1. Kable Mayo; 2. Alex Waters.
P/W C: 1. Jacob Mayo; 2. Jeremy Metteer; 3. Kaisey Boutwell.
P/W D: 1. Heath Harrison; 2. Frankie Butler; 3. Trey Quinn; 4. Anthony Salas; 5. Dylon Beesley.
OPEN P/W: 1. Kevin Quinn; 2. Kable Mayo.
JR MINI BEG: 1. Jacob Mayo; 2. Jacob Bordreaux; 3. Tyler Steckpole; 4. Kaisey Boutwell.
JR MINI: 1. Cole Boutwell; 2. Jody Cook.
80 B: 1. Cole Boutwell; 2. Clayton Arnold; 3. Clinton Arnold.
80 C: 1. Art Stromberg; 2. Chris Thomley; 3. Samuel Hutchinson; 4. Karl Harrison; 5. Zack Nesias.
80 D: 1. Blake Barr; 2. Douglas McCoy; 3. Joey Highfill; 4. Danny Westwood; 5. Omer Helms.
125 MNY: 1. Randy Jernigan; 2. John Melton; 3. Brian Young; 4. Daniel Young.
125 C: 1. Jim Kolasa; 2. Clay Downing; 3. Chase Woolard; 4. Grayson Hammoc.
125 D: 1. Terry Joell; 2. Donald Lemke; 3. Randy Pierce; 4. Michael Tedeschi; 5. Samuel Hutchinson.
OPEN MNY: 1. Randy Jernigan; 2. Daniel Young; 3. John Melton; 4. Scott Nolin; 5. Brian Young.
250 B: 1. Chuck Herdstreith.
250 C: 1. Shane Richardson; 2. Troy Wiggins.
250 D: 1. Brooks Wallace; 2. Steve McLaughlin; 3. Derrick Miller; 4. Jeff Keiscaka; 5. Anthony Croy.
VET B: 1. Bob Riker; 2. John Hanford; 3. JoJo Thomas.
VET C: 1. Jerry Young; 2. Dana Barberi; 3. Steve Metteer; 4. Jason Gentry.
HBY: 1. Joey Nielsen; 2. Anthony Oldham; 3. Richard Thomley; 4. Jason Hall; 5. Christopher Bell.

Conklin perfect at Leisure Time GP

By Don Browning

MEDARYVILLE, IN, OCT. 18

Even though it rained the night before the race, the track was perfect on Sunday morning, and it made for another perfect day of racing at Leisure Time, as Robbie Conklin claimed back-to-back wins for the overall victory in the 80cc Junior class.

Conklin's win continued a perfect series, as he has now won all six motos in the Family Express/Noble Romans Fall Series.

Due to the class size, the 80cc Junior and 80cc Senior classes were run together but scored separately. When the gate dropped, Conklin, aboard his Suzuki, gated first and claimed the lead, ahead of Senior-class rider Ben Lechtanski. They were followed by Ryan Carmichael and Steven Valutis. The four riders pulled away from the rest of the pack and gave the spectators a thrill as they continued to clear the 60-foot double lap after lap. When the checkers came out, Conklin was first overall and first 80cc Junior, followed by Lechtanski in second overall and first in the 80cc Senior class. Senior rider Valutis crossed the line in third. Carmichael, a Junior, followed in fourth.

In the second moto, Conklin again piloted his Jim Royko-prepped RM into the lead, followed by Lechtanski. The duo quickly separated themselves from the other riders and had a good race going until Lechtanski lost control of his Honda after the short tabletop. Lechtanski was sidelined by a possible ankle injury, which gave him a DNF and allowed Valutis to take the runner-up spot to Conklin and first in the 80cc Senior class.

Earlier in the day, Rod Nesius pulled the holeshot aboard his KTM 380 in the Heavyweight C class. Clint Iler and Stosh Klevickas followed in second and third. Nesius held the lead for a lap before Klevickas made a move in the back section that took him and his Honda from third to first in one pass. Klevickas immediately pulled a lead over Nesius that would hold to the finish. Nesius, meanwhile, had to hold off the repeated charges of Iler's Suzuki and Kent Bucher's Kawasaki to claim second. Bucher passed Iler at the halfway point, only to go wide on the downhill freeway and allow Iler the inside line, which he used to retake third and hold it to the finish.

In the second moto, Nesius again pulled the holeshot and held the lead until the fourth lap, when first Iler and then Klevickas passed him, relegating Nesius to third - a position he would hold to the finish. Klevickas and Iler pulled away to wage their own war, with Klevickas getting by on the white-flag lap to claim the win and the overall. Iler took the runner-up spot on the strength of his performance in the second moto.

Results

AUTO 1: 1. R. Johnson; 2. T. Smith.
AUTO 2: 1. E. Saunders; 2. J. McCramer; 3. M. Derby.
AUTO 3: 1. M. Jordan.
60: : 1. D. Jones; 2. S. Swindle; 3. M. Lathrop.
80 JR: 1. R. Conklin; 2. R. Carmichael; 3. M. Carmichael.
80 SR: 1. S. Valutis; 2. B. Lechtanski.
80 OPEN: 1. C. Christensen; 2. B. Lechtanski.
12-15: 1. D. DeWitt; 2. D. Parrish; 3. E. Sturgell.
16-24: 1. I. Griffith.
125 B: 1. K. Honn; 2. D. DeWitt.
125 C: 1. I. Griffith; 2. J. Iler; 3. C. Christensen; 4. W. Yoder.
H/W C: 1. S. Klevickas; 2. R. Nesius; 3. C. Iler.
25+ A: 1. W. Butterworth.
25+ B: 1. D. McHenry.
30+ A: 1. H. Carmichael; 2. R. Jordan.
30+ B: 1. M. Gordon; 2. J. Alexander.
40+: : 1. P. Stabler; 2. C. Bolint Sr.; 3. M. Gordon.
WMN: 1. D. Nesius.

Torres tough at Honda Hills Motocross

By Mark Bliss

LINNVILLE, OH, OCT. 17

Bryant Torres had quite a night at Honda Hills MX, winning the 250cc B class and finishing in the runner-up position in the 16-24 class.

In 250cc B action, Torres and his KX250 took the holeshot in both motos and held the point position to the finish. However, he had company in both motos in the form of a YZ250 and its pilot, Tommy Layman, who hounded Torres in both motos, with the two riders never more than a couple of bike lengths away from one another. However, although Layman was shadowing Torres' every move, he could not find a way around, and Torres took top honors in the class.

In the 16-24 class, Torres had his hands full with the likes of Layman and Suzuki-mounted Brandon Shull. In the first moto, Shull put his RM out front and fended off the attacks of Torres, thus taking the moto win, with Torres in tow. In the second moto, Layman got a much better start and was mixing it up with Torres and Shull throughout the moto. Layman grabbed top honors in moto two, with Shull coming in second, followed by Torres in third. Shull, therefore, took the overall with his 2-1 moto finishes. Torres took second overall, followed by Layman in third.

There was a virtual war raging in the Mini Senior class between the YZ80s of Ross Adams and Matt Pritchard. In the first moto, Pritchard grabbed the holeshot and hoped to put some distance between himself and the rest of the pack. Adams had different plans, however. The YZ rider stalked Pritchard for the first half of the moto before making his move for the lead position. Once out front, Adams found some breathing room and held on for the win.

The second moto began in the same way as the first: with Pritchard in the lead, directly ahead of Adams. The two were never more than a bike length apart, with Pritchard always in control of the lead. Unlike the first moto, however, Pritchard was able to match Adams' every move, taking the moto victory just ahead of his YZ-mounted foe. The moto win also gave Pritchard the overall victory over Adams.

Results

P/W: 1. Dakota Jones (Yam); 2. A.J. Ritterbeck (Yam); 3. Tony Worstell (Yam); 4. Addison Stalling (Yam); 5. Alex Ratai (Yam).
50 (4-6): 1. Addison Stalling (Cob); 2. Dlandrius Johnson (KTM); 3. Alex Moland (Cob).
50 (7-8): 1. Kristopher Nelson (Cob); 2. Zach Wheeland (Cob); 3. Ryan Kerr (Cob); 4. Brent Naylor (Cob); 5. Adam Scott (Cob).
65: 1. Dustin Jackson (Kaw); 2. Corey Anthony (Kaw); 3. Haven Holdcroft (Kaw); 4. Kristopher Nelson (Kaw); 5. Nathan Heskett (Kaw).
MINI JR: 1. Jeffrey Roelle (Suz); 2. John Dunlop (Hon); 3. Ryan Minnier (Yam); 4. Dustin Jackson (Kaw); 5. Garrett Diller (Kaw).
MINI SR: 1. Matt Pritchard (Yam); 2. Ross Adams (Yam); 3. Craig Garrett (Hon); 4. Derek Sturgell (Kaw); 5. Brian Boeshart (Hon).
SCHBY: 1. David Whitcraft (Suz); 2. Joshua Hamilton (Suz); 3. Chris Whitcraft (Suz); 4. A.J. Meade (Suz); 5. Isaac Bush (Hon).
16-24: 1. Brandon Shull (Suz); 2. Bryant Torres (Kaw); 3. Tommy Layman (Yam); 4. Brian Beckholt (Hon); 5. David Johnson (Yam).
25+: 1. Richard Robinson (Hon); 2. Matt Powers (Suz); 3. Gerry Bennett (Hon); 4. Ed Edwards (Hon); 5. Coby Robb (Hon).
30+: Gerry Bennett (Hon); 2. Mark Matheis (Yam); 3. Richard Robinson (Hon); 4. David Delhi (Yam); 5. Kerty Kearn (Kaw).
40+: 1. Gerry Bennett (Hon); 2. Mark Matheis (Yam); 3. Dale Whyde (Kaw); 4. Kevin Haydocy (Yam); 5. Randell Eckstein (Kaw).
125 B: 1. A.J. Meade (Suz); 2. Kyle Kinkead (Hon); 3. Travis Ousley (Hon); 4. Joshua Hamilton (Suz); 5. Shawn Sims (Suz).

Dennis Wagoner raced to victory in the 250cc Beginner class during the California Racing Club GP at Los Angeles County Raceway in Palmdale, California.

125 C: 1. Brad Ward (Suz); 2. Brian Beckholt (Hon); 3. Todd Boyes (Suz); 4. Thomas Englehart (Hon); 5. Matt Lowery (Suz).

250 B: 1. Bryant Torres (Kaw); 2. Tommy Laymon (Yam); 3. Ed Edwards (Hon).

250 C: 1. William Rogers (Yam); 2. Jason Powers (Suz); 3. Thomas Englehart (Hon); 4. Rick Barnes (Hon); 5. Bryan Wolford (Kaw).

OPEN: 1. Brandon Shull (Yam); 2. Gerry Kerry (Yam); 3. Steve Shell (Yam); 4. Pete Hapner (Kaw); 5. Kevin Haydocy (Yam).

WDS: 1. Jacob Morningstar (Yam); 2. Mark Bliss (Kaw); 3. Kevin Haydocy (Yam); 4. Rob Bingman (Yam); 5. David Dinnocent (Hon).

2-STRK B: 1. Allen Dysart (Suz); 2. Todd Boyes (Yam); 3. Jeremy Osborne (Hon); 4. Cale Clarkston (Hon); 5. Neil Adams (Hon).

4-STRK B: 1. Greg Fisher (Hon); 2. Aaron Bills (Hon); 3. Tony Allbaugh (Hon).

CRC GP wins to Smith, Wagoner

By Greg Robertson

PALMDALE, CA, OCT. 18

Shane Smith demonstrated sheer domination, while Dennis Wagoner had things a little tougher, but both had similar results: overall wins, in the 125cc and 250cc Beginner classes, respectively, during California Racing Club's annual Gremlin Grand Prix, held at Los Angeles County Raceway.

Smith's runaway victory began with the early lead as the pack tackled the Saddle Glen course on the opening lap. Chaparral-backed Todd Eide held down second, ahead of Josh Tilbett and Chris Epper. As the riders came off the J.B. Memorial track section to complete the first lap of the 45-minute race, it was Smith with a whopping 10-second lead over Jeff Verseput, who had made his way around Eide for second place.

Pulling away from the field at the rate of three seconds per lap, it was Smith's race to lose, but the White Brothers/Sinisalo/Motul-backed YZ125 rider didn't put a wheel wrong and greeted the checkers first with a tremendous lead.

Epper worked up to challenge Verseput for the runner-up position at the 20-minute mark of the race, but a soil sample by Epper let Verseput continue on uncontested for the second-place trophy. Eide also got around Epper to finish third, with Zach Zamrzla coming from out of the pack to round out the top five.

After getting the 250cc Beginner-class holeshot from the dead-engine start, Wagoner came under immediate fire from Gary Guercio and Augie Dominguez. By lap two, Guercio had his Honda running out front. Dominguez was all over Wagoner for third, with Neil Chisholm and David Randall in hot pursuit.

Wagoner regained control a lap later, but Guercio wasn't letting him get away. For the next 30 minutes, Guercio waited patiently for Wagoner to make a mistake - a mistake that would never happen. In the end, it was the Thousand Oaks Yamaha/Smith/N-Style/FMF-backed YZ250 of Wagoner taking the well-deserved win over Guercio. Chisholm put the move on Dominguez for third with just a couple of laps remaining. CN

Results

P/W BEG: 1. Keith Robinson (KTM); 2. Marcus Ellison (Hon); 3. Bryan Howells (KTM); 4. Thomas Onda (KTM).

P/W YAM STK: 1. Matthew Popp (Yam); 2. Mark Summerford (Yam).

P/W S/STK (4-6): 1. Chris Plouffe (KTM); 2. Kyle Kessinger (KTM); 3. Keith Robinson (KTM).

P/W S/STK (7-9): 1. Jamie Dickson (KTM); 2. Ethan Flores (KTM).

60 BEG: 1. Bill Ballestero (Kaw); 2. Cole Pugmire (Kaw); 3. Tyler Brockett (Kaw).

60 (4-8): 1. Trent Pugmire (Kaw); 2. Tanner Langham (Kaw); 3. Shawn Butler (Kaw); 4. David Medina (Kaw); 5. Shana Rhinehart (Kaw).

60 (9-11): 1. Robert Memoli (Kaw); 2. Tye Hames (Kaw); 3. Justin Mulford (Kaw); 4. Douglas Carter (Kaw); 5. Charles Pearson (Kaw).

80 BEG: 1. Ryan Happy (Kaw); 2. Derreck Murphy (Suz); 3. Darin Chisholm (Yam); 4. Brennan McGinnis (Yam); 5. Mitchell Alsobrook (Kaw).

80 (7-11): 1. Ryan Roybal (Hon); 2. Robert Memoli (Yam); 3. Dave Carter (Kaw); 4. Brett Mountain (Yam); 5. Garrett Norr (Suz).

80 (12-13): 1. Daryl Ecklund (Yam); 2. Chris Norr (Suz); 3. Anthony Barbacovi (Yam); 4. Aaron Bergantz (Yam); 5. Mike Epstein (Hon).

80 (14-16): 1. Robert Clark (Yam).

B/W: 1. Louie Santiago (Hon).

WMN: 1. Lisa Saul (Kaw).

4-STRK: 1. Bill Sauro (Hon); 2. Will Dickson (Yam).

125 BEG: 1. Shane Smith (Yam); 2. Jeff Verseput (Yam); 3. Todd Eide (Yam); 4. Chris Epper (Yam); 5. Zach Zamrzla (Kaw).

125 NOV: 1. Eddie Laret (Yam); 2. Joey Lanza (Kaw); 3. Chad Frank (Yam); 4. Brandon Norton (Hon); 5. Scott Howe (Yam).

125 INT: 1. Chris Thompson (Suz); 2. Jeff Eide (Yam); 3. Eric Anderson (Yam); 4. Brent Gilliam (Yam); 5. George LaMonte (Hon).

250 BEG: 1. Dennis Wagoner (Yam); 2. Gary Guercio (Hon); 3. Neil Chisholm (Hon); 4. Augie Dominguez (Suz); 5. David Randall (Hon).

250 NOV: 1. Jason Trubey (Kaw); 2. Justin Eide (Yam); 3. Sergio Ponce De Leon (Yam); 4. Chris Reed (Kaw); 5. Mike Moye (Kaw).

250 INT: 1. Nick Mairose (Suz).

500 BEG: 1. Ray Ritzler (KTM).

500 NOV: 1. Mark McClain (Kaw); 2. Dave McPherson (Hon).

JR VET BEG: 1. Dennis Wagoner (Yam); 2. David Jahn (Kaw); 3. Dan Dahon (Hon); 4. Chris Neuer (Yam).

JR VET NOV: 1. Dal Trubey Jr. (Kaw); 2. Gabi Abayou (Hon); 3. Assaf Alush (Kaw); 4. Brian Nevestich; 5. Matt Harrison (Yam).

JR VET INT: 1. Tim Konkol (Yam).

VET BEG: 1. Richard Marshall (Hon); 2. Elmer Silfies (Yam); 3. Doc Charbonneau (Hon).

VET NOV: 1. Joe Villegas (Hon); 2. Joe Casagrande (Yam); 3. Kenny Alexander (Hon); 4. Ray Ritzler (Kaw); 5. Gary Guercio (Hon).

VET INT: 1. Mike Licitra (Kaw); 2. Leo Saul (Yam); 3. Randy Wilkins (Suz); 4. Tom Miller (Yam); 5. Darren Stoffer (Hon).

VET EX-PRO: 1. Jon Zahrt (Kaw); 2. Frank Costanzo (Hon); 3. Todd Lehmann (Yam).

SR BEG-NOV: 1. Dave McPherson (Hon); 2. Mark McClain (Kaw); 3. Ress Benson (Hon); 4. Bob Dunham (Yam); 5. John Kooy (Hon).

SR INT-EX: 1. Mike Webb (Suz); 2. John Ferro (Hon); 3. Doug Heil (Kaw); 4. Tracy Oswell (Yam); 5. John Bumgarner (Hon).

O/T NOV: 1. Dave Rutledge (Hon); 2. Fred Kalmick (Kaw); 3. Larry Kirsch (Yam); 4. John Soule (Suz); 5. Peter Perry (Hon).

O/T AM: 1. Charles Howell (Yam); 2. Dennis Tooman (Kaw); 3. Steve Read (Yam); 4. Steve Jennings (Yam); 5. Warren Brown (KTM).

O/T EX: 1. Jack Roten (Yam); 2. Kirk Freeman (Yam); 3. George Lazenby (Yam); 4. Steve Basmajian (Yam); 5. Jose Rodriguez (Kaw).

O/T MSTR A: 1. Mike Webb (Suz); 2. Edwardo Flippo (Hon); 3. John Ferro (Hon); 4. Scott Freeman (Yam); 5. Steve Clark (Yam).

O/T MSTR B: 1. Bill Carr (Hon); 2. Ernie Kopasz (Yam); 3. Mark Neal (KTM); 4. Norm Schiel (Hon); 5. Mike Ferro (Hon).

Teamrace

80: 1. Mike Epstein/Anthony Barbacovi; 2. Ryan Happy/Garrett Eberle; 3. Garrett Norr/Mitchell Alsobrook.

NOV: 1. Clyde Adams/Mike Moye; 2. Wayne Zahrt/Bubba Roland.

INT-EX: 1. Jason Ebel/Jeremy Chaussee; 2. Eddie Laret/Chuck Kober; 3. Lanny Turner/Brian Schaumburg; 4. Scott Minster/Shawn O'Brien; 5. Randy Wilkins/Joe Casagrande.

Ironman

80: 1. Chris Norr; 2. Riley Beckinger; 3. Cody Sandefer; 4. Michael Brewer; 5. Lisa Saul.

BEG-NOV: 1. Corey Murphy; 2. Charles Dana; 3. Neil Chisholm; 4. Ronald Minassian.

INT-EX: 1. George LaMonte; 2. Tom Miller; 3. Jeff Mathews.

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SCHEDULE OF RACES

8:00AM	Parade Lap	12:00 NOON	Parade Lap
8:30AM	Jr. Vets (25+)	12:15PM	CRC Vets (+30), Sr.(+40)
	Vintage / Hay-Day	1:15PM	125-250-500 Nov/Int/Pro
9:30AM	All 80cc / Big Wheel / Women	2:15PM	125-250-500 Beg. / 4-stroke
10:30AM	Oldtimers Club	3:15PM	Team Race
11:30AM	All 60cc/Super PeeWee		

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NOV. 20, 21, & 22
Reno Livestock Events Center, Reno, NV

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Indoor Motocross

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GFI RACING

Sat., Nov. 14	GFI 10 Year Anniversary Super Saturday Series	Round 1	Perris
Sat., Nov. 21	GFI 10 Year Anniversary Super Saturday Series	Round 2	Perris
Sat., Dec. 5	GFI 10 Year Anniversary Super Saturday Series	Round 3	Perris
Sat., Dec. 12	GFI 10 Year Anniversary Super Saturday Series	Round 4	Perris
Sat., Dec. 19	GFI 10 Year Anniversary Super Saturday Series	Round 5	Perris

All events at Perris Raceway
For more info, call GFI (909) 653-4042

AMA SANCTIONED
ARENACROSS
HARDY-MURPHY COLISEUM
December 5th and 6th
ARDMORE, OKLA.

CROWN COLISEUM
December 11th and 12th
Fayetteville, N.C.

FOR MORE INFO CALL:
SCOTT SCHERB 940-683-4742
CHECKERED FLAG PRODUCTIONS

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On RAMONA EXPY 3 miles east of I-215
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TUES & THURS 4:30 - 9:30PM
SAT 9AM - 2PM
WED MINIS ONLY 4:30 - 9:30PM
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909-657-8845
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Thursday, Friday, Saturday, Sunday
Motocross / Int. Supercross / 60 & 80 / PeeWee
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SAN BERNARDINO, CA
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Thurs.,	Nov. 5	MX Practice	8:00am till Dusk
Sat.,	Nov. 7	MX Practice	8:00am till 1:00pm
Sun.,	Nov. 8	Over the Hill Gang MX	
Thurs.,	Nov.12	MX Practice	8:00am till Dusk

CHAPARRAL AMA WEEKEND - DEC 26TH & 27TH
CHAPARRAL PRO INVITATIONAL SX - DEC 27TH

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CRC 1998 California Race Schedule
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Sunday	Nov. 8	CRC Sponsorship Series MX	Edwards AFB
Sunday	Nov. 15	CRC Sponsorship Series - Wild Turkey GP	Glen Helen
Sunday	Nov. 22	CRC Sponsorship Series MX	LACR
Sunday	Nov. 29	CRC Trophy Series MX	LACR
Sunday	Dec. 6	CRC Trophy Series MX	Edwards AFB

Sat. Practice Oct. 3 to Dec. 12 · 9am to 2pm
CRC Info (805) 272-8889
www.netport.com/lacr-crc

TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat.,	Nov. 7	AHRMA Vintage Scrambles
Sun.,	Nov. 8	AHRMA / Speed & Sport MX National
Sat.,	Nov. 21	MX Practice 10am - 3pm
Sat.,	Dec. 5	MX Practice 10am - 3pm
Sat.,	Dec. 19	MX Practice 10am - 3pm

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Supercross Series
11/20-21 Leipzig, Germany, Rnd 3
11/28-29 Genova, Italy, Rnd 4

FIM World Championship Road Racing Series
4/18 Sepang, Malaysia, Rnd 1
4/25 Motegi, Japan, Rnd 2
5/9 Jerez, Spain, Rnd 3
5/23 Paul Ricard, France, Rnd 4
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 TBA/San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
4/4 Kyalami, South Africa, Rnd 1
4/18 Phillip Island, Australia, Rnd 2
5/2 Donington, England, Rnd 3
5/16 Albacete, Spain, Rnd 4
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 TBA, San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series
4/11 Casteinau-de-Levis, France, Rnd 1
4/18 Osuna, Spain, Rnd 2
5/2 Schwanenstadt, Austria, Rnd 3
5/16 Arco di Trento, Italy, Rnd 4
5/30 Loket, Czech Republic, Rnd 5
6/13 Velke Uherce, Slovakia, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Teutschenthal, Germany, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series
3/21 Talavera de la Reina, Spain, Rnd 1
3/28 Megalopolis, Greece, Rnd 2
4/11 Valkenswaard, Holland, Rnd 3
4/18 Ernee, France, Rnd 4
5/2 Maracay, Venezuela, Rnd 5
5/16 Belo Horizonte, Brazil, Rnd 6
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
7/11 Bramont, Canada, Rnd 11
8/1 Gdynia, Poland, Rnd 12
8/8 Folkendange, Luxembourg, Rnd13
8/22 Nismes, Belgium, Rnd 14
8/29 Gaildorf, Germany, Rnd 15
9/12 Budds Creek, MD/USA, Rnd 16

FIM 125cc World Championship Motocross Series
3/14 Vemeuil si Avre, France, Rnd 1
3/28 Cingoli, Italy, Rnd 2
4/11 Indaiatuba, Brazil, Rnd 3
5/2 Bellpuig, Spain, Rnd 4
5/16 Mill, Holland, Rnd 5
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Bielstein, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations
9/26 Indaiatuba, Brazil

FIM World Individual Speedway C'ship Grand Prix Series
5/8 Prague, Czech Republic, Rnd 1
6/4 Linkoping, Sweden, Rnd 2
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

AMA MBNA Superbike Series
3/3-7 Daytona Beach, FL, Rnd 1
3/19-21 Phoenix, AZ, Rnd 2
4/16-18 Rosamond, CA, Rnd 3
4/23-25 Sonoma, CA, Rnd 4
4/30-5/2 Monterey, CA, Rnd 5
6/4-6 Braselton, GA, Rnds. 6&7
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA Grand National Dirt Track Series
3/6 Daytona Beach, FL, Rnd 1
5/8 Hagerstown, MD, Rnd 2
5/15 Woodstock, GA, Rnd 3
5/22 Harrington, DE, Rnd 4
5/30 Springfield, IL, Rnd 5
6/12 Houston, TX, Rnd 6
6/19 Mineralwells, WV, Rnd 7
6/26 Lima, OH, Rnd 8
7/3 Indianapolis, IN, Rnd 9
7/10 DuQuoin, IL, Rnd 10
7/17 Oklahoma City, OK, Rnd 11
7/24 Rossburg, OH, Rnd 12
7/31 Lake Odessa, MI, Rnd 13
8/7 Joliet, IL, Rnd 14
8/11 Rapid City, SD, Rnd 15
8/15 Peoria, IL, Rnd 16
8/21 Hagerstown, MD, Rnd 17
8/28 Sedalia, MO, Rnd 18
9/5 Springfield, IL, Rnd 19
9/11 Dallas, TX, Rnd 20
9/18 Auburn, WA, Rnd 21
9/25 Sacramento, CA, Rnd 22
10/2 Las Vegas, NV, Rnd 23
10/10 Del Mar, CA, Rnd 24
Info: 614/891-2425

AMA Toyota Trucks U.S. Supercross Series
1/9 Anaheim, CA, Rnd 1
1/16 San Diego, CA, Rnd 2
1/23 Phoenix, AZ, Rnd 3
1/30 Seattle, WA, Rnd 4
2/6 Anaheim, CA, Rnd 5
2/13 Tampa, FL, Rnd 6
2/20 Atlanta, GA, Rnd 7
2/27 Dallas, TX, Rnd 8
3/6 Daytona Beach, FL, Rnd 9
3/13 Houston, TX, Rnd 10
3/20 Minneapolis, MN, Rnd 11
3/27 St. Louis, MO, Rnd 12
4/10 Pontiac, MI, Rnd 13
4/17 New Orleans, LA, Rnd 14
4/24 Indianapolis, IN, Rnd 15
5/1 Las Vegas, NV, Rnd 16
Info: 630/566-6100

AMA Mazda Trucks National Motocross Series
5/9 San Bernardino, CA, Rnd 1
5/16 Sacramento, CA, Rnd 2
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/891-2425

AMA Acerbis National Enduro Series
2/14 Coalinga, CA, Rnd 1
2/21 Lake Pleasant, AZ, Rnd 2
3/27 Forest Hill, LA, Rnd 3*
3/28 Forest Hill, LA, Rnd 4*
5/16 Wellston, OH, Rnd 5
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/891-2425

AMA National Hare & Hound Series
1/24 Lucerne Valley, CA, Rnd 1
3/14 Lucerne Valley, CA, Rnd 2
3/27 Murphy, ID, Rnd 3
4/10 Jericho, UT, Rnd 4
4/25 Johnson Valley, CA, Rnd 5
6/26 TBA/Nevada, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/891-2425

AMA National Hare Scrambles Series
2/7 Hollister, CA, Rnd 1
2/21 Wilseyville, CA, Rnd 2
4/11 Hurricane Mills, TN, Rnd 3
4/18 Redding, CA, Rnd 4
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/891-2425

AMA Prostar National Drag Racing Series
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA U.S. Eastern Motocross Fall Series
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
11/8 Rathmann, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA Eastern Four-Stroke National
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA/District 36 Championship Enduro Series
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 27 Dirt Track Series
11/27 Elma, WA
Info: 253/845-8166

AMA/District 36 Family Enduro Series
11/22 Stonyford, CA, Rnd 5
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
1/16-17 Ridgecrest, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/Districts 37 & 38 Flat Track Series
11/15 Temecula, CA
Info: 619/277-1591

AMA GFTL Semi-Pro Dirt Track Series
11/21 TBA
Info: 770/962-7888 or 770/339-3997

AMA Mid-South Championship Winter Hare Scrambles Series
11/8 Lynnville, IN
11/21 Hohenwald, TN
12/6 Fordsville, KY
12/13 Jonesboro, IL
1/10 Maplesville, AL
2/7 New Johnsonville, TN
2/21 Van Leer, TN
3/14 Cadiz, KY
3/28 Charlotte, TN
Info: 615/859-0873

Checkered Flag Dirt Track Series
11/7 Wrens, GA
Info: 770/962-7888 or 770/339-3997

AMA/Checkered Flag Winter Arenacross Series
12/5-6 Ardmore, OK
1/8-10 Salt Lake City, UT
1/15-17 Wichita Falls, TX
1/22-23 Cape Girardeau, MO
1/29-30 Kearney, NE
2/5-6 Tupelo, MS
2/12-13 Casper, WY
2/19-21 Pasco, WA
2/26-27 Waco, TX
3/5-6 Hobbs, NM
3/12-13 Prineville, OR
Info: 940/683-4742

AHRMA Speed & Sport Vintage Motocross Series
11/8 Tulare, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
11/28 Frank Raines Park, CA
Info: 715/842-9699

AHRMA Northwest Regional MX Series
11/8 Tulare, CA
Info: 408/663-4014

AHRMA Southeast Dixie Series
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southwest Regional MX Series
11/8 Tulare, CA
11/22 Peoria, AZ
Info: 909/929-6772

PJ1 National Arenacross Series
11/6-8 Des Moines, IA, Rnd 1
11/13-15 Worcester, MA, Rnd 2
11/20-22 Jacksonville, FL, Rnd 3
11/27-29 Perry, GA, Rnd 4
12/4-6 Rockford, IL, Rnd 5
1/1-3 Fort Worth, TX, Rnd 6
1/8-10 Grand Rapids, MI, Rnd 7
1/15-17 Hampton, VA, Rnd 8
1/22-24 Baltimore, MD, Rnd 9
1/29-31 Niagara Falls, NY, Rnd 10
2/5-7 Winston-Salem, NC, Rnd 11
2/12-14 Guthrie, OK, Rnd 12
2/19-21 Denver, CO, Rnd 13
2/26-28 Sacramento, CA, Rnd 14
3/5-7 Portland, OR, Rnd 15
3/19-21 San Jose, CA, Rnd 16
3/26-28 Salt Lake City, UT, Rnd 17
Info: 630/566-6100

PACE Ultracross Series
11/6-8 Madison, WI, Rnd 1
2/5-7 Monroe, LA, Rnd 2
2/19-21 Milwaukee, WI, Rnd 3
2/26-28 Nampa, ID, Rnd 4
3/12-14 Memphis, TN, Rnd 5
3/19-21 Chattanooga, TN, Rnd 6
Info: 817/246-7400

SERA Hare Scrambles Series
11/15 Laurel, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/10 Maplesville, AL
2/7 Birmingham, AL
Info: 504/665-0313

AMP/GFI Octoberfest Series
11/8 Hollister, CA
11/15 Tracy, CA
11/22 Turlock, CA
11/29 Hollister, CA
Info: 209/656-9682

GFI 10 Year Anniversary Super Saturday Series
11/14 Perris, CA
11/21 Perris, CA
12/5 Perris, CA
12/12 Perris, CA
12/19 Perris, CA
Info: 909/653-4042

CCS/Championship Cup Road Racing Series
Florida Region
12/5-6 Homestead, FL
Southwest Region
11/28-29 Chandler, AZ
California Region
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

ECEA Championship Hare Scrambles Series
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
11/15 Greenbank, NJ
Info: 717/865-0601

NETRA C'ship Enduro Series
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
11/7 Winchendon, MA
Info: 860/875-5757

Southeastern Trials Riders Association C'Ship Series
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated C'ship Series
11/14 TBA
Info: 937/299-1501

La Playa MX Grand Prix Series
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Rocky Mountain Enduro Circuit
11/8 Matador, TX
Info: 307/742-4136

Florida State Motocross Championship Series
11/8 Reddick, FL, Rnd 2
11/15 Dade City, FL, Rnd 3
12/6 Bradenton, FL, Rnd 4
12/13 Gainesville, FL, Rnd 5
12/20 Orlando, FL, Rnd 6
12/27 Ocala, FL, Rnd 7
Info: 352/732-6697

Black Jack Enduro Series
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma Cross Country Series
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

Total Performance Racing Dirt Track Series
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

CMRRA 50cc/125cc C'ship Road Race Series
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

GFI Elsinore GP
11/7-8 Elsinore, CA
Info: 909/653-4042

KORR Hare Scrambles Championship Series
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

KORR Motocross Championship Series
12/13 Sterling, KS
Info: 316/942-6527

MRAN Desert Series
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

USRA Desert Series
11/14 Knolls, UT

USRA & ZMA Motocross Series
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

District 38/FRT Superstition Championship Series
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

West Coast Stadiumcross Series
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Florida Winter Am Series
1/2-3 Gainesville, FL
1/10 Ocala, FL
1/17 Bradenton, FL
1/24 Reddick, FL
1/31 Dade City, FL
Info: 904/935-6872

American Trials Association
11/22 Reed Valley, CA
12/6 San Gabriel, CA
1/10 Romaland, CA
2/21 Corral Canyon, CA
3/7 Johnson Valley, CA
3/21 TBA
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

NOVEMBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
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DECEMBER

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27	28	29	30	31		

* Denotes Pro Payback

Nov 6-8

* FLORIDA ARENACROSS - Motornationals Inc., Southeast Livestock Pavilion Covered Arena, Ocala. Info: 904/743-5111.

* WISCONSIN ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Dave County Arena, Madison. Info: 817/246-7400.

Nov 7-8

CALIFORNIA EURO SCRAMBLES - District 37, Fun Team Racing, Camp Rock Road, Lucerne. Info: 714/879-5529.

NEVADA GRAND PRIX - Jackrabbits MC, MRAN, Beatty. Info: 702/399-7352.

Sat, Nov 7

* ALABAMA MOTOCROSS - AMA, Alabama State Motocross Championship, Night Race, Kilpatrick Motocross, Albertville. Info: 256/561-3495.

CALIFORNIA MOTOCROSS - REM, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA SCRAMBLE - AHRMA Vintage Scramble, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - CMXR 1998 Carlsbad Motocross Series #3, Rnd 1, Woman's Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest MX Night Racing, 4th annual Fall Contingency Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - Gulf Coast Motocross Championships, West Florida Motocross Park, Milton. Info: 850/623-6038.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 246-5088.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, Night Race, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, District 11, Dirt Country Raceway. Info: 513/625-7350 or 513/625-9987.

TEXAS MOTOCROSS - Rider of the Month Awards, Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

Sun, Nov 8

* ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

ARIZONA RIDE FOR KIDS - Phoenix International Raceway, Phoenix. Info: 800/253-6530.

ARIZONA MOTOCROSS - Grand Canyon State Series, Suzuki contingency, Verde Valley Motorplex, Cottonwood. Info: 520/639-0387.

* ARIZONA MOTOCROSS - Cerbat Motosports, Cerbat Motorsports Park, Kingman. Info: 520/757-7438.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 2009/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Glen Helen, San Bernardino. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Hungry Valley, SSC, Hungry Valley. Info: 714/996-8327.

CRA INDOOR MOTO-CROSS SERIES

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AKRON, OH
NOV. 13, 14, & 15
JAN. 29, 30 & 31
MAR. 5, 6 & 7

PRO PURSE
OVER $9,000
125 & 250

PRO JUMP CONTEST
SAT. NITE BIG $

PRACTICE PRIOR TO RACE
WED. QUADS & MINI BIKES
THUR. ALL BIKES (125 &UP)
1P.M.-7:30P.M.

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Winter Warm-Up Series

November 8th
November 15th
December 6th
HUNGRY VALLEY

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OVER the HILL GANG
November 8 - Glen Helen, Gang only on the NATIONAL TRACK, Gates open at 7am. San Bernardino, CA
November 15 - Perris Raceway, Gang Only, Gates open at 7am. Moreno Valley, Ca
November 22 - Carlsbad Raceway, Gates open at 8am. Carlsbad, Ca
The Ultimate 30+ Vet MX Club
Info: (562) 864-6875 (714) 680-8643

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1998 Racing Schedule

GFI RACING *(909) 653-4042*
A Rider for the Riders
Southern Region

Sat.,	Nov. 7	GFI Elsinore Grand Prix	Lake Elsinore
Sun.,	Nov. 8	GFI Elsinore Grand Prix	Lake Elsinore
Sat.,	Nov. 14	GFI 10 Year Anniversary Super Saturday Series Round 1	Perris
Sun.,	Nov. 15	O.T.H.G. (Gang Only)	Perris

GFI RACING *(209) 656-9682*
A Rider for the Riders
Northern Region

Sun.	Nov. 8	Hollister Hills GP Track,	Hollister, CA
Sun.	Nov. 15	Carnegie Cycle Park,	Livermore, CA
Sun.	Nov. 22	Oatfield Race Way,	Turlock, CA
Sun.	Nov. 29	Hollister Hills GP Track,	Hollister, CA

Saturday Practice prior to all events from 8am til' 2pm

REM Saturday MX
at Glen Helen Raceway
Saturday MX - November 7
Saturday MX - November 14
Saturday MX - November 21
No Membership Required!•New Motocross Racetrack.
For Info [619] 484-1441

GNC Top Texan Series
November 15
Mosier Valley USA - Arlington, TX
Call: 214-351-9900
www.gncmx.com
GNC MOTOCROSS

Racing on the Tube

November Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Date	Time	Event	Network
11/8/98	7:00 AM	Legends of Motorsport-Grand Prix de France - 1959	Speed
11/8/98	12:40 PM	MotoWorld (R)	ESPN2
11/8/98	2:00 PM	Canadian Motocross-Midhurst (5/31/98)	Speed
11/10/98	12:00 AM	AMA US Open of Supercross-MGM Grand-Race 2	Speed
11/10/98	1:00 AM	FIM World GP 125-Argentina (10/25/98)	Speed
11/10/98	2:00 AM	FIM World GP 250-Argentina (10/25/98)	Speed
11/10/98	3:00 AM	American Thunder-Performance Bike Show	Speed
11/10/98	8:30 AM	American Thunder-Inside Harley-Davidson	Speed
11/10/98	10:00 AM	History of Motorcycle Racing-The Beginning	Speed
11/10/98	11:00 AM	Formula USA MCTV-Pocono Int'l Raceway	Speed
11/10/98	11:30 AM	Formula USA MCTV-Pocono Int'l Raceway	Speed
11/10/98	1:00 PM	World Ducati Weekend-Robert Carradine, host	Speed
11/10/98	1:30 PM	Moto Liberty 125 - Laguna Seca	Speed
11/10/98	2:00 PM	Isle of Man TT 1998	Speed
11/10/98	6:30 PM	American Thunder-Hollister Rally	Speed
11/10/98	7:00 PM	Bike Week-Vet World MX C'ship-Part 1	Speed
11/10/98	8:00 PM	AMA US Open of Supercross-MGM Grand-Race 2	Speed
11/10/98	9:00 PM	FIM World GP 125-Argentina (10/25/98)	Speed
11/10/98	10:00 PM	FIM World GP 250-Argentina (10/25/98)	Speed
11/10/98	11:00 PM	Bike Week-Vet World MX C'ship-Part 1	Speed
11/11/98	7:00 AM	Bike Week-Vet World MX C'ship-Part 1	Speed
11/11/98	5:00 PM	Bike Week-Vet World MX C'ship-Part 1	Speed
11/12/98	3:30 AM	MotoWorld (R)	ESPN2
11/12/98	6:30 PM	MotoWorld	ESPN2
11/12/98	9:30 PM	Classics-Corsa Motoclassica	Speed
11/13/98	6:30 PM	MW2 Rev It Up	ESPN2
11/14/98	10:00 AM	Bike Week-Vet World MX C'ship-Part 1	Speed
11/14/98	7:30 PM	American Thunder-Mikuni Bike Show	Speed
11/15/98	1:00 PM	MotoWorld (R)	ESPN2
11/15/98	2:00 PM	Canadian Motocross-Moncton (6/7/98)	Speed

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.*

Over The Hill Gang Motocross Racing Club

Would like to thank the following sponsors for their generous support of the 1998 Over the Hill Gang National.

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Serving All of Southern California
Sun., Nov. 8 Hungry Valley, Gorman, CA (Gates Open at 6:30am)
Sat., Nov.21 Glen Helen, San Bernardino, CA (Gates Open at 8:00am)
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What makes a perfect gift for the person who has everything?
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cmc (209) 673-8080
Sun., Nov. 8 Hanford, CA
Sun., Nov. 15 Little Okie - Madera, CA
Sun., Nov. 22 Tulare, CA
Wed. Night Practices - Little Okie, Madera 5-9 pm

CMC Racing - 714/367-1141
CMC Golden State Nationals
Rnd1: Jan.3 Glen Helen Raceway, San Bernardino, CA
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA MOTOCROSS - AHRMA Vintage Motocross National, Tulare Cycle Park, Tulare. Info: 209/685-0503.

CALIFORNIA MOTOCROSS - CMMC . Motocross Race, #19, Barona Oaks Raceway, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - SSC MX, Thousand Oaks Kawasaki, Winter Warmup Series, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.reset-inc.com/sscmx.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 2, Motocross of Marion County, Reddick. Info: 352/732-6697 or homepage.usr.com/h/hardrockcp/

GEORGIA MOTOCROSS - AMA Trans-MX Series, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* GEORGIA SUPERCROSS - Turner Promotions, Carnesville. Info: 706/886-5284.

IDAHO MOTOCROSS - Black Derby Racing, The Boxer Bash, Clay Peak MX Park, Payette. Info: 208/461-1952 or 466-6630.

* INDIANA HARE SCRAMBLES - Mid-South Hare Scrambles Series, Lynnville City Park, Lynnville. Info: 615/859-0873 or msws.org.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam Motorcycle Club, Hagerstown. Info: 301/797-8686.

* NEVADA MOTOCROSS - MX West, Nevada Motocross Development, Rnd 4, Fall Series, Stead MX Track, Fernley. Info: 702/787-7269 or jaja@oasisol.com.

* NEW JERSEY HARE SCRAMBLES - AMA, ECEA, Motorcycle Competition Inc., On-Target Paintball Arena, Pemberton. Info: 609/758-8222.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

NORTH CAROLINA HARE SCRAMBLES - North Carolina Hare Scrambles Association, Daniels Ridge, Taylorsville. Info: 828/758-4342.

* OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, CRA, Cookton Grange Road, Mansfield. Info: 419/774-1244.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., AMA, District 6, Pine Grove. Info: 717/345-6340 or 345-8734.

TENNESSEE HARE SCRAMBLES - Volunteer Hare Scrambles, ByBee. Info: 423/623-6024.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Rathmann. Info: 409/732-9171.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - Side By Side Racing, US Eastern Fall Series, Lake Sugar Tree, Axton. Info: 336/342-3737 or 342-9027.

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motor Sports, Ripley. Info: 304/372-2269.

Nov 13-14

* CALIFORNIA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Cow Palace, San Francisco. Info: 702/267-4392.

* OHIO INDOOR MC AND QUAD RACES - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Nov 13-15

MASSACHUSETTS ARENACROSS - PJ1 National Arenacross Series, Centrum Centre, Worcester. Info: 817/246-7400.

Fri, Nov 13

* OHIO INDOOR RACES - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

Nov 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 11, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* OHIO INDOOR RACES - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, AMA, Village Creek Motocross Park Inc., Fort Worth. Info: 817/572-7713 or 483-5028.

Sat, Nov 14

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA DUAL SPORT RIDE - AMA, District 36, Association of California Trailriders, El Dorado Nat'l Forest, Sopiago Springs, Jackson. Info: 888/228-6397.

* CALIFORNIA MOTOCROSS - CMC, Riverfront Park, Marysville. Info: 530/695-2727 or http://www.jpsnet/motox.

CALIFORNIA MOTOCROSS - GFI Racing, GFI 10th anniversary Super Saturday Series, Rnd 1, Perris Raceway, Perris. Info: 909/653-4042

GEORGIA MOTOCROSS - Monroe Offroad Ranch, Monroe. Info: 770/267-7978.

* NEVADA FREESTYLE - 4-Leaf Entertainment, 1998 Free Air Festival of Freestyle Motocross, Sam Boyd Stadium, Las Vegas. Info: 949/494-9840.

* OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613.

* OKLAHOMA INDOOR FLAT TRACK TT - MoBros Productions, Rnd 1, Muskogee Fairgrounds, Muskogee. Info: 918/425-7327 or www.freeyellow.com/members5/arenaclash.

Sun, Nov 15

ARIZONA MOTOCROSS - Grand Canyon State Series, Suzuki contingency, Speedworld, Wittman. Info: 520/639-0387.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association Inc., Temecula Speedway. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, Wild Turkey GP, Glen Helen, San Bernardino. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 4, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Malcolm Smith Motorsports, Moreno Valley. Info: 909/687-1300.

CALIFORNIA ENDURO - AMA, District 36 and 37, Central Coast Motorcycle Association, Ballinger Canyon, Los Padres National Forest, Cuyama. Info: 805/462-9530.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA MOTOCROSS - CMMC Motocross, #20, Barona Oaks Raceway, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - SSC MX, Thousand Oaks Kawasaki, Winter Warmup Series, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.reset-inc.com/sscmx.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Perris Raceway, Moreno Valley. Info: 714/680-8643.

* COLORADO HARE SCRAMBLES - Valley Dirt Riders, Berthoud. Info: 303/477-5333 or 303/477-6979.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State C'ship Series, Rnd 3, Dade City Raceway, Dade City. Info: 352/732-6697 or homepage.usr.com/h/hardrockcp/

* GEORGIA MOTOCROSS - CRC Inc., FTR, Camden Racing Complex, Woodbine. Info: 912/576-3000.

* GEORGIA MOTOCROSS - AMA, Dixie MC Sports Inc., Hillbilly Hills, Roberta. Info: 912/788-0413.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO ENDURO - 53rd annual Peace Pipe Enduro, Treaty City MC, Greenville. Info: 937/547-1544.

OHIO INDOOR MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTORCYCLE SHOW - J&P Promotions, 3rd annual Motorcycle Parts Extravaganza, east and west wings of Memorial Hall, York Fairgrounds, York. Info: 319/462-6011.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., AMA, District 6, Pine Grove. Info: 717/345-6340 or 345-8734.

SOUTH CAROLINA HARE SCRAMBLES - Little Brown Jug Hare Scrambles, Union. Info: 864/859-1576.

* TEXAS MOTOCROSS - GNC, Motocross/Top Texan Series, Final Round, Mosier Valley USA, Arlington. Info: 214/351-9900 or www.gncmx.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motosports Park, Danville. Info: 804/724-4392.

Thur, Nov 19

CALIFORNIA TECH NIGHT - Pro Italia Motors, Glendale. Info: 818/249-5705 or www.proitalia.com.

Nov 20-22

FLORIDA ARENACROSS - PJ1 National Arenacross, Jacksonville Coliseum, Jacksonville. Info: 817/246-7400.

* NEVADA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Reno Livestock Events Center, Reno. Info: 702/267-4392.

Sat, Nov 21

CALIFORNIA MOTOCROSS - REM, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Starwest MX Night Racing, 4th annual Fall Contingency Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Glen Helen Raceway, San Bernardino. Info: 714/996-8327.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI 10th anniversary Super Saturday Series, Rnd 2, Perris Raceway, Perris. Info: 909/653-4042.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

GEORGIA MOTOCROSS - Monroe Off-road Ranch, Monroe. Info: 770/267-7978.

OKLAHOMA FLAT TRACK - Arena Clash, Night Race, Rnd 2, Creek County Fairgrounds, Sapulpa. Info: 918/425-7327 or www.freeyellow.com/members5/arenaclash.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Hohenwald. Info: 615/859-0873 or msws.org.

NEVADA HARE SCRAMBLES - MRAN, Alamo. Info: 702/725-3451.

Sun, Nov 22

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

* ARIZONA MOTOCROSS - Grand Canyon State Series, Suzuki contingency, Ocotillo Raceway, Eloy. Info: 520/639-0387.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA DUAL SPORT - Team Dual Dogs/KTM Galpin Ford California Dual Sports Series, Newhall. Info: 818/701-1913.

CALIFORNIA CYCLE SHOW AND SWAP MEET - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 5, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA HARE SCRAMBLES - AMA, District 36, Association of California Trailriders, Sopiago Springs, Jackson. Info: 888/228-6397.

CALIFORNIA TRIALS - SCTA-PLONKERS, Rnd 3, ATA Championship Series, Reed Valley. Info: 909/860-1857.

CALIFORNIA MOTOCROSS - CMMC Motocross, #21 Final, Barona Oaks Raceway, Barona Oaks. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - CMXR 1998 Carlsbad Motocross Series, Rnd 2, Over The Hill Gang, Carlsbad Raceway, Carlsbad. Info: 888/550-moto or ww.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Carlsbad Raceway, Carlsbad. Info: 714/680-8643.

GEORGIA HARE SCRAMBLES - Corn Cob Hare Scrambles, Dahlonega. Info: 706/864-5814.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE MOTOCROSS - Benefit Race for St. Jude's Children's Hospital, TNT MX Park, Milan. Info: 901/987-9633.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - AMA, District 13, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

Nov 27-28

CALIFORNIA DUAL SPORT RIDE - AMA National, District 37, LA to Barstow to Las Vegas, Mountain Motorsports, Ontario. Info: 818/249-2141.

* MISSISSIPPI ICE SPEEDWAY - ICE/WSRA, Mississippi Coast Coliseum, Biloxi. Info: 970/748-1751 or www.speedwaybikes.com/ice.

Nov 27-29

GEORGIA ARENACROSS - PJ1 National Arenacross, H.L. Reaves Arena, Perry. Info: 817/246-7400.

Thur, Nov 27

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma. Info: 425/745-4010.

Nov 28-29

UTAH MOTOCROSS - ZMA, St. George Motorcycle Club, St. George Raceway. Info: 435/673-0368.

Sat, Nov 28

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR 1998 Carlsbad Motocross Series, Rnd 3, Mini Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest MX Night Racing, 4th annual Fall Contingency Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

Sun, Nov 29

* ARKANSAS GRAND PRIX/HARE SCRAMBLES - JML Promotions Inc., Arkansas Hare Scrambles Series, Light House Inn on the river, Fort Smith. Info: 501/648-1696 or jmlpromos@aol.com.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 4, North Florida Raceway, Hillard. Info: 352/732-6697 or homepage.usr.com/h/hardrockcp/

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEW YORK MUD AND SNOW SCRAMBLES - AMA, Square Deal Riders MC Club, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City Motocross, Winter Series, Dixieland Motorsports Complex, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross, Taylorsville. Info: 828/758-4342.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468. Info: 530/695-2727 or http://www.jpsnet/motox.

Dec 4-5

* ALABAMA ARENACROSS - Dothan Arenacross Challenge, Houston County Farm Center, Dothan. Info: 334/702-6683.

Dec 4-6

CALIFORNIA MOTORCYCLE SHOW - Cycle World, International Motorcycle Show, Advanstar Expositions, Long Beach Convention Center, Long Beach. Info: 800/331-5706 or www.mvgnline.com.

ILLINOIS ARENACROSS - PJ1 National Arenacross, Metro Centre, Rockford. Info: 817/246-7400.

Fri, Dec 4

CALIFORNIA SWAP MEET - Intershows Indoor Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 949/582-2371 or www.intershows.com.

Dec 5-6

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

* OKLAHOMA ARENACROSS - AMA, Checkered Flag Productions, Hardy Murphy Coliseum, Ardmore. Info: 940/683-4742 or cfp@ntws/net.

* TEXAS MOTOCROSS - GNC, Motocross/GNC Texas Regional, Mosier Valley USA, Arlington. Info: 214/351-9900 or www.gncmx.com.

Sat, Dec 5

CALIFORNIA MOTOCROSS - CMXR 1998 Carlsbad Motocross Series, Rnd 4, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest MX Night Racing, 4th annual Fall Contingency Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - GFI Racing, GFI 10th anniversary Super Saturday Series, Rnd 3, Perris Raceway, Perris. Info: 909/653-4042.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

GEORGIA MOTOCROSS - Southern Raceway Motocross, Bainbridge. Info: 912/246-3607 or 246-5088.

Sun, Dec 6

ALABAMA MOTOCROSS - CMMX Inc., Chandler Mountain Motocross Park, Steele. Info: 205/681-8317.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

WANT ADS

HELP WANTED

Telemarketers/Sales Reps

APD is expanding its inside and outside sales team. We carry popular lines such as Spectro, Bridgestone, THH, DMC exhaust, Pro Design, etc. Must be energetic, articulate and excellent in customer service. Fax resume to Jeffrey Ross at (909)483-3668 or mail to 9774 Hawthorne Drive, Rancho Cucamonga, CA 91730.

Parts Help Needed

Busy Southern California Kawasaki dealer looking for a knowledgeable parts person to fill a position in our parts department. Seeking a person with good customer communication and computer skills. We offer a health plan, dental plan and vacation benefits. Wages based on experience. Call Dennis at (909)781-5967 or fax resume to (909)781-8047. Kawasaki of Riverside, 1575 University Avenue, Riverside, CA 92507.

Good Service Manager Wanted

Central Yamaha is about to build a new Yamaha Designer Store. This expansion requires additions to our present staff. We are looking for a good service manager to have full responsibility for a state-of-the art service facility. The person we want will have experience as a motorcycle service manager and must have the ability to lead and motivate employees. Good customer skills a must. Compensation commensurate with ability and experience, plus a full slate of benefits, including paid health and life insurance, company profit sharing, paid vacation and paid holidays. We offer a congenial work environment in one of the fastest growing areas in the country. Write Dave Walters Central Yamaha, 1627 N. Central Expressway, Plano, TX, 75075 or call (800)246-2640. TX

Service Manager

Large multiple franchise dealer in Northern Virginia needs an experienced manager in Service Department. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area ad have experience in the PowerSport industry, call today. Excellent pay, benefits and relocation assistance. Coleman Powersport (703)237-3400 or (800)888-3619 Ric Leary. VA

ENGINE BUILDERS AND MACHINISTS required for Soutern California race shops. Fax resume (800)557-1097. O.L. Motorsports Recruitment. CA

California Sales

Escape to San Francisco. Experienced salesperson needed, Honda/Yamaha dealership. Call Wendy (650)992-1234. CA

Service Technician

Established Beaumont Yamaha Kawasaki dealer needs experienced career minded mechanic, 5 day work week, benefits. Contact Mary Ramlet (909)845-4882 or fax resume (909)845-8730. CA

Service Manager/Mechanic

Established Dallas multi line European dealership is seeking an experienced Service Manager and Mechanic. Contact Carl, BMW of Dallas (972)881-0774. TX

Service Technicians

Established Honda Yamaha Kawasaki Suzuki dealership, is looking for experienced technicians. Outstanding pay plan and benefits for the right individuals. We're looking for long term people to help take us into the millenium. Contact Bill or Jeff (815)727-6166 or fax resume to (815)727-9808. IL

Service Manager

Established Kawasaki, Yamaha, KTM dealership in Orlando seeking experienced Service Manager, 5 day work week, top pay and benefits. Call (407)299-9191. FL

Parts Person, Phoenix AZ

Experienced parts department position available. ATV's, motorcycles and pwc knowledge. Looking for long term employee, full time with benefits, good pay. Fax resume to (602)582-0257 or call (602)869-7433 ext 20.AZ

Service Manager & Parts Position Available

For a Japanese repair facility in Mesa, AZ. Please call Steve's Cycle and ask for Steve (602)964-4754. AZ

ATV Market Research Analyst

Honda R&D Americas, Inc., located in Torrance, is currently seeking an experienced ATV Market Research Analyst who is uniquely qualified to work in our ATV Department. The ideal candidate will possess both a background in market research and knowledge of ATVs. In this position, you will be responsible for various projects. This includes coordinating customer/dealer research, as well as interfacing with vendors. You will assist in product planning which will involve analysis of primary and secondary data, sales information and the competitive market. We require a Bachelor's degree, preferably with a background in questionnaire design, data analysis and project support. In addition to direct ATV experience, you should have an understanding of Honda and competitor products. Strong communication skills and PC proficiency using Windows is also required. The ability to travel is also necessary. Our company offers a competitive compensation and benefits package in a dynamic work environment with career growth potential. For consideration, please send your resume to:Honda R&D Americas, Inc., Human Resources, 1900 Harpers Way, Torrance, CA 90501. Fax (310)781-5677, Equal Opportunity Employer. HONDA Honda R&D Americas, Inc.

XTREME Needs Reps

in many territories. Exclusively dealer direct. No distributor battles. 10% commissions. Highest quality mx apparel, industry's #1 T-shirts and calendars, and new for '99 we have added helmets! The season is now. Existing independents preferred. Call Bill Luck, XTREME Designs, Inc., Oceanside, CA at (760)966-1460 ext 102. CA

Supertechnician Needed

Join the team at San Francisco's premier cycle and scooter shop! Top pay and benefits for the right person. Must be outstanding in all phases of Japanese cycle repair. Have a can do attitude and be a team player. Call John at (415)309-0592 or fax resume to (415)255-3135. CA

Service Manager/ Technician

Kawasaki, Suzuki full line California dealer looking for a experienced motorcycle, ATV and jet ski technician. Position is year round and pay is based on experience. Fax resume to (805)238-6054 or contact Greg at (805)237-9277. CA

Team Green Motocross Supervisor

Kawasaki USA is known for its high performance recreation and utility vehicles. Responsible for coordinating and implementing Team Green Amateur Motocross Program and for rider and contract negotiations. Interaction with riders, promoters, sponsors and KMC's dealer network. Coordinate scheduling and supervise department staff, including implementation and monitoring of KMC's Motocross Contingency Program. Must be self-motivated, self-disciplined, ambitious, innovative, detail-oriented, and willing to work extensive hours and weekends. Supervisory skills, with excellent public and written communication skills, as position will interface with a wide variety of people. Requires 3-5 years motocross race event experience. Knowledge of Windows 95, Word and Excel. Send résume to:Kawasaki Motors Corporation, 9950 Jeronimo Road, Irvine, CA, 92618-2084; Fax (949)460-5860. No phone calls please. www.kawasaki-hr.com Equal Opportunity Works Here

Service Manager/Technicians

Kawasaki, Yamaha, Sea-Doo, Personal Watercraft and Jet Boat dealership seeks energetic people for all service positions. We are one of the largest Personal Watercraft dealerships in the world! Year round work and benefits available. Call Sam (800)538-8324 or fax resume to (954)920-5469. FL

Sales**Service**Parts

LA's premiere motorcycle & watercraft dealership is searching for top performers in all departments. You'll have fun and make money too! Benefits and great pay. Contact Mike Byrne (888)262-9561 or visit us at www.hondkawofsm.com. CA

Service Manager/Writer

Large Honda only dealership. Dental and health insurance paid, profit sharing, performance bonuses, excellent pay. Fax or email resume to Rich (702)322-4311 or info@BigValleyHonda.com NV

Service Technicians

Large multiple franchise dealer in Northern Virginia needs experienced technicians. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the PowerSport industry, call today. Excellent pay, benefits and relocation assistance. Ask about our four day work week. Coleman Powersport (703)237-3400 or (800)888-3619. Ric Leary. VA

Have A Passion For Motorcycles?

Due to rapid expansion,Cycle Gear, America's largest and fastest growing motorcycle accessory store chain has several part, full and management positions available throughout Northern California. We provide full benefits, FREE company stock, excellent compensation, comprehensive training and a fun and exciting atmosphere to grow in. Contact your local Cycle Gear store or George Gerstenberg at: (707)747-5053 ext 16. CA

Parts Position

Largest M/C dealership in Northwest has immediate opening. Good work environment, 5 day work week, 401K, health, dental, vacation and holiday pay. Pre-employment drug screen required. Beaverton Honda-Yamaha-Seadoo, fax resume (503)684-5084 or call (800)929-1044 ask for Shari. OR

Service Technician

Leading Phoenix area independent seeking line technician with minimum of 5 years experience on metric bikes. Scope includes all phases of maintenance/repair, extensive accessory installation and trike conversion. Top pay available to professionally career oriented person. (800)932-2618 or (602)731-9003. AZ

Atlanta Tech - $1,000 Reward

Paid cash, 30 days following successful employment of veteran Yamaha, Suzuki, Polaris technician. We're growing into our 28th year in a south Atlanta suburb with a remodeled Service Depatment, clean, roomy and air conditioned. Our grade A technicians earn mid five figures with paid vacation, a 5 day work week, profit sharing and a sense of teamwork. Great place to live & work. Fax resume: Cycle Specialty (770)461-9168, call (770)461-3541 ext 103 for details. GA

Parts Manager

Great paying job and benefits to experienced person. Huge inventory, we carry all major lines. Send confidential inquiries to Division D, P. O. Box 5084, Costa Mesa, CA, 92628-5084. CA

A-1 Honda Mechanic Needed

High volume Honda dealer needs a lead mechanic. Year round riding season means no slow winters. Pay will depend on experience. Bring your tools and improve your quality of life in beautiful Arizona. Fax resume to (602)949-8024. Mail to Western Honda, 6717 E. McDowell, Scottsdale, AZ, 85257 or call (602)994-8400. AZ

Parts Manager
Honda, Kawasaki, Sea-Doo dealership moving to new larger building. Clean inventory and good turns. Looking for experience and skills to help grow our hard parts business. Great pay, benefits, cafeteria plan. TUES-SAT. Fax resume and pay history attention Tracy at CYCLE SPORTS EUGENE (503)463-6496. OR

PETERSEN PUBLISHING COMPANY is looking for enthusiasts! This major publisher of special interest consumer magazines has immediate openings for Copy Editor, Associate Editor and Engineering Editor in its Motorcycle Division. We offer competitive salary and excellent benefits including 401K. Copy Editor is an entry level editorial position. Will read, correct and track flow of manuscript copy. English/Journalism degree preferred and/or equivalent experience. Must be fluent in QuarkXpress. Sport Rider Magazine needs an Associate Editor who is an experienced, licensed and insurable motorcyclist with a strong writing background, a degree in Journalism/English, and some photography experience. Knowledge of QuarkXpress a plus. Send writing samples, published or not. The ideal Engineering Editor needs an engineering degree and sound technical credentials with a broad understanding of motorcycle design and dynamics. All serious candidates must be articulate and passionate about riding motorcycles and making great magazines! Please send resume with writing samples to: Petersen Publishing Company, Attn: Human Resources - CE/AE/EE, 6420 Wilshire Blvd—8th Floor, Los Angeles, CA, 90048, fax (323)782-2467. EOE. NO PHONE CALLS. CA

Under New Ownership
Roswell Fun Machines in Roswell, Georgia is looking for energetic people for sales, parts and service. Great pay and benefits with good weather all year. We have a first class facility in need of experienced people. Fax resume with references to (770)442-9857 (770)442-8460. GA

Sales Manager
Sales Manager needed at growing multi-line operation. Be a key player, excellent pay and opportunity, great F&I support. Can progress towards GM position. Send inquiries to: Division F, P. O. Box 5084, Costa Mesa, CA, 92628-5084. OR

Service Technician
Seeking a technician for the repair & maintenance of PWC and motorcycle (Harley Davidson experience preferred), appearance & good attitude a must. Full benefits. Live in a beautiful desert resort less than one mile from the lake. Please call Tony or Walt. (520)855-5019. Lake Havasu, AZ.

Service Manager
Seeking experienced Service Manager for expanding Honda Kawasaki dealer. Beautiful New England sea coast area. Year round work and benefits available. Call Jon (603)964-7474 or fax resume to (603)964-7280. NH

Promotions Manager
Smith Sports Optics. A challenging job and career opportunities in Ketchum, Idaho with a progressive, fun company, including great benefits. Please apply is you have 3 years MX marketing or other MX experience. Exceptional interpersonal skills, strong verbal/writing skills, desire to excel and earn incentives, strong computer skills, desire to make a difference and excellent references. lease call or fax for an Application Packet: Success Management (208)726-8504 fax 726-1419. DEADLINE November 20, 1998. ID

Sales Manager
Southern CaliforniaMulti line motorcycle dealer needs good closer with personality and finesse to work with salespeople and customers. Must work well under pressure and take instructruction with an open mind. Send confidential inquiries to Division A, P. O. Box 5084, Costa Mesa, CA, 92628-5084. CA

Ready For Advancement?
Top pay for knowledgeable, dealership driven, motivated performers. Two dealerships moving into new locations that are three times bigger. Opportunity to add additional key staff and management. Benefits, cafeteria plan. Tues-Sat. Fax resume and pay history to Cycle Sports of Salem, attention Dave @ (503)463-6496. OR

Harley Shop Florida
Want to ride everyday? Need experienced Harley parts person with computer experience. Also need PHD certified mechanic. Great opportunity, competitive wages and benefit package. Send resume and salary requirements to P. O. Box 999, Winter Haven, FL, 33882.

Service Technicians
Wanted for growing dealerships in Southern California, on the coast, just north of Los Angeles. Honda, Yamaha, Suzuki, Kawasaki, Ducati and Triumph. No winter slow-downs. Room for advancement. Top pay and benefits including; vacations, medical, holidays, and factory training. We can keep you busy. Call now (805)653-5884 or (805)486-6303. CA

Motorcycle Service Representative
We're seeking a self motivated individual to fill a Service Representative postion. Position requires extensive overnight field travel assisting our dealers with their service needs. To qualify, you must be a strong communicator, like to help people, and have a very strong technical background and Service Management experience. Suzuki knowledge is preferred but not required. We offer an attractive starting salary, company van, expense account, thorough training program and other excellent benefits. Present territory opening includes the states of FL, GA, TN, AL and SC. Applicants are also encouraged to apply for future openings in other territories around the country. Resumes should include a personally hand written cover letter. Please reply to: American Suzuki Motor Corporation, 3251 E. Imperial Hwy, Brea, CA, 92621, Attention: Human Resources, Dept. MN, NO PHONE CALLS PLEASE.

Technician Needed ASAP
Yamaha full line dealer needs a technician with experience. Year round motorsports, close to Lake Tahoe, join the fun. Please fax resume to (702)883-2141 attention Mark. NV

Sea-Doo Mechanic Needed
Year round employment. Top 100 dealership in coastal NC city. Good benefits, excellent salary plus commission for right mechanic. Good work conditions, retirement, hospital, dental, vacation, moving assistance. Britt Motosports, 6789 Market Street, Wilmington, NC, 28405. (910)791-8321 or fax (910)791-3203 attention Scott Britt. NC

BUSINESS OPPORTUNITIES

Honda, Yamaha, Kawasaki Dealer
Central Georgia dealer, over $6 million total sales. New building, great location, great employee team. Call Donny Banks (912)475-5711. GA

Industrial Building For Sale
COMPLETELY REMODELED 4,000 sq. ft. industrial building in Long Beach, new roof, new carpet, new paint, new everything! 1,000 feet of office, 3,000 feet of warehouse, 2 roll-ups, loading dock on alley, ADA approved, offered at $260,000 or $65/foot. Call Dennis Ingram at 310-538-9620. CA

Honda, Triumph, Suzuki Dealership
Working partner wanted for expansion. West Los Angeles, near LAX, $5+ million gross. Call Larry at (310)677-5800. CA

Dealership Southern California
Yamaha, Kawasaki and Polaris. Established 18 years. Area's best in parts and service. Great employees and Management team. $2.8 million annual sales. Financing available. www.smbus-sales@aol.com (909)824-1424. CA

COLLECTORS

Bultaco El Bandito
1968, good condition, no motor $250. (714)546-4838. CA

1969 HONDA CB750, original unrestored condition, zero rust, perfect pipes and chrome, low miles, runs great, photos available $2,600. (505)821-3634. NM

Honda 250
Cherry Honda Elsinore 250, fresh motor, paint wheels frame, ready to race, call Richard 10AM to 5PM $1,500 OBO. (209)526-1384. CA

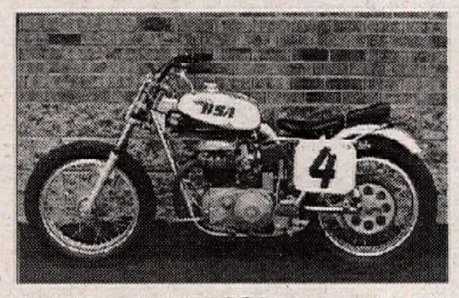
DICK MANN REPLICA OSSA 250. Absolutely flawless. In storage for 28 years. Never raced. Started less than a dozen times. Original tires. Show or race, reduced to $3,900. (225)275-5380. LA

Champion 400KTM/Penton
Dirt tracker, right side shift, race ready, fresh motor, immaculate. Wife forces sale. $2,700. (817)481-3357 or (817)239-5621. TX

73 Honda CR250
Excellent condition, race ready $1,250. (831)375-7026. CA

Wanted 250 Yamaha Tracker
If the person that had the 250 Yamaha flat tracker at Del Mar swap meet for sale. Call Ron (909)780-7214. CA

Wanted Kawasaki H2 Triple
Motor or bike, running or not. Also S3 parts needed. (714)897-9684. CA



Dick Mann's 1971 BSA
One off 180 degree crankshaft motor built for Bugsy's 1971 Campaign. Features auxiliary oil pump to feed roller conversion by Jim Dour, close ratio transmission HiVo clutch. Trackmaster frame is in TT configuration. Autographed by Bugsy $12,000 OBO. 1969 Matchless G85CS, 10 hours from new! Excellent original condition $10,000 OBO. somer@mindspring.com (615)377-1366 days. TN

1955 MV Agusta
Rapido Turismo, 125 Thumper, 4 speed, restored to new in Italy $6,000. Must see. dsqracing@earthlink.net (619)522-0460. CA

74 Harley Davidson XR 750
Restored, stock, Patrick motor, best available, $17,500. 1970 HD Baja 100, mint, original $1,750. 1975 Lawill, HD chassis $2,500. (650)348-7760. CA

OVER 50K IN OBSOLETE Honda and Yamaha inventory, $2,000. Call Greg or Jeff (707)643-2548. CA

74 YZ 360 YAMAHA VINTAGE, needs restoration $1,000 (757)463-7682. VA

1974 Suzuki GT750
Water Buffalo, ride everyday, fresh motor, aluminum swingarm, alloy wheels, 3into1 exhaust $1,444. (360)886-7161. WA

GENERAL MERCHANDISE

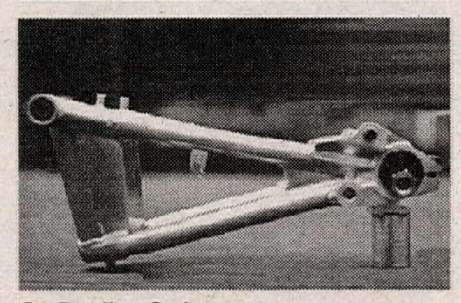
For Sale 98 Race Bikes
(1) 98 EFI 750 GSXR full Supersport, AMA legal, 10th place finish Las Vegas National $8,500 OBO (2) 97 GSXR600 full Supersport AMA top 20 $5,500 each. Call for details anytime. Dave (520)990-8851. AZ

www.ERICOMOTORSPORTS.com. 1-888-875-8960. CO

Wanted Die Cast Collectibles
1/9 scale, Emig and Huffman models only. (607)334-7855. NY

YZ Front Backgrounds - White
12mil $8.95. Trick vented front plates $49.95. (800)548-8354 MN

1989 Ford E 350 Cube Van
14' box with overhang, 7.3 diesel, 12v/110v, roof air, living space, sleeps 4. $8,500 (309)244-7135. IL

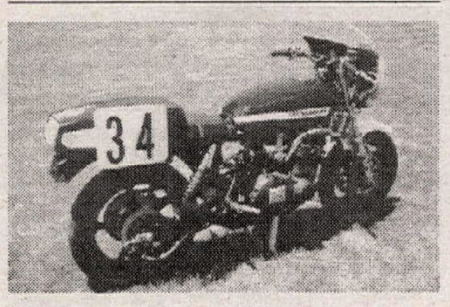


S1 Replica Swingarms
$1,500, Califab, $450 (860)749-8199. CT

1969 HONDA MINI TRAIL $600. 1987 Husqvarna 250 $750. 1986 Suzuki 650 parts bike $250. All OBO (805)967-3610. CA

1972 KAWASAKI H2 750, fair $1,000. 1978 GS1000 $600. 1979 GS1000L $850. 1969 Bridgestone GTR350 complete $1,200. 1966 SV2 X6 $800. 1974 M2 250 street $800. 1973 Rickman 125 Enduro $800. 1982 Honda CT500 Turbo for parts, good engine, tank, seat. Will trade any or all for nice boat. (906)789-0711. MI

Yamaha 750 3 Cylinder
1978, shaft drive, complete, needs work $250. (714)546-4838. CA



Wes Cooley's Superbike
1980 AMA Championship winner, Yoshimura Suzuki 1000, 150hp, very fast, documented $20,000. Fax (860)763-3450, CT

1986 SUZUKI RG500 GAMMA, stock engine, new paint $6,500. 1989 Kawasaki ZX10, V&H pipe, Corbin, Storz $3,200. 3 Rokon 2wheel drives $2,500 for all three. Kawasaki Police Bikes, 1983, 1984, one fair, one mint $1,800 $3,200. Wanted 1980 Suzuki GS1100L. (906)789-0711. MI

1986 KAWASAKI 600S NINJA, 20,000 miles, good condition, $1,800 (770)995-0145. CA

1993 GSXR-750 frame, suspension, bodywork, and misc. (208)777-9238. ID

1994 40' TIMBERWOLF 5th wheel, 16' shop has cabinets, workbench, tire rack, Honda slide out generator set up for 5 street bikes, living area has gas furnace and water heater, shower, a/c, refer, microwave, stove, tv/vcr, sleeps six, 20ft canopy and more. $35,000 invested $22,000 OBO. (440)564-5343. OH

Motocourse Racing Annuals
1982-83, 1985-86, 1986-87, 1987-88, 1988-89, 1989-90, 1990-91, 1991-92: $59.95 each. 1992-93, 1993-94, 1994-95: $49.95 each.. 1995-96:$44.95..1996-97, 1998-99: $54.95 each. $4.95 postage. Hosking Book Works (914)626-4231. NY

1995 CBR600F3, 14,700k, ss2r, K&N, Advancer, clean, maintained $4,700 OBO. brad21@powernet.net (702)787-7737. NV

1995 HUSABERG FC501 in excellent condition, tons of spares $4,250. (216)486-9075. OH

www.ERICOMOTORSPORTS.com. 1-888-875-8960. CO

Dealers...
Are used bikes getting hard to come by? Use the Cycle News Want Ads to buy & sell the bikes you need for your inventory!

1997 RM 250 FMF, Works Connection, used only in '97, stored all of '98 $3,000. (914)297-1896. NY

1997 YZF600 STREET OR RACE, steering damper, 520 AFM, 2 sets Sharkskinz body work, Factory, Micron, Fox, Race Tech, 207's, braided lines, spares, very clean. (909)796-1787. CA

Prescription Goggles
(800)548-8354. MN. www.pro-vue.com

Husaberg Clearance
1998 600FS electric, street legal, dual sport, zero miles. $7,495. 1995 501FC $3,195. Bill Saltzman MC. husaberg@email.msn.com (626)337-6811. CA

Ducati 944 Pro Thunder
1998 BCM frame, 100+hp. BCM motor, win the Pro Thunder $15,000 (941)283-7136. FL

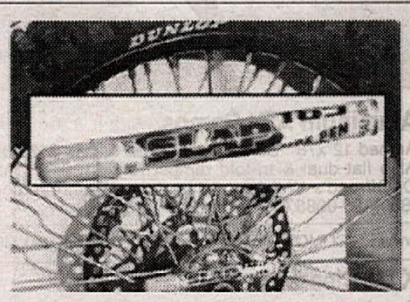
1998 VFR800, 7,200 miles, Two Bros high pipe, Corbin with backrest, Ventura rack $9,700. brad21@powernet.net (702)787-7737. NV

Honda Super Hawk
1998, yellow, Two Bro high carbon, Lindemann, Penske shock, Dunlop 207's, stainless brake lines, CBC pads, K&N filter, 1,300 miles, asking $7,500. jvilla@eclipse.net (908)439-9193. NJ

Limited Collectors' Edition
75th anniversary Loudon Classic Mugs. Great Christmas gift! $12 each or 2 for $20. Send check or money order to:D & L Enterprises, P. O. Box 537, Gilmanton, NH, 03237. Allow 2 weeks for delivery.

1998 King Cobra 50cc 2N
2nd place at Loretta Lynn's, 80 over, new graphics, billet aluminum wheels, mint condition $3,200. (804)379-3435. VA

******Husqvarna*******
4-stroke big bore kits, parts, suspension work, complete service, Mazzaferro Motorcycles. (707)996-2538. CA



Slap It On Your Rubber!
Accent your tires like the Factory Riders. Used by the Pros. Dirt or Pavement. Assorted Colors - $9.95 plus S&H. SLAP - (914)485-1190. NY.

S1 Triple Clamps
$400, more. (860)749-8199. CT

1996 Honda CBR900RR
49 State model, only 1,000 miles, jetted, carbon race cam, excellent condition $7,750. Robert (831)637-4143 work (831)623-0667 home. CA

98 Team Splitfire Bikes
$6,000. Call Pro Circuit (909)738-8050. CA

Lou's Leathers
(850)626-1382. FL.

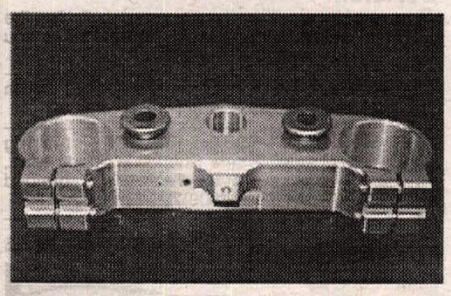
1994/97 Yamaha YZF600 Superbike

661 stroked motor, Carillo rods, Megacycle camshaft, APE crankshaft, RES cylinder heads, Hindle exhaust, V&H power pak, Fox shock, 97 PK suspension, tire warmers, 2 sets of wheels, 2 radiatiors, 2 bodywork, 2 of everything, too much to list. $20,00 invested asking $4,500 OBO. Also lots of FZR engine parts. (508)761-9779. MA

www.ERICOMOTORSPORTS.com. 1-888-875-8960. CO

Frames For Sale

96 YZF600,ct, 92 FZR1000,ct, 87 FZR1000,ct, 87 GSXR750,ct, 91 Kawasaki ZX11,ct, 94 Honda F2,ct, 97 Honda F3,ct, 84 GL1200,ct, 86 Harley 1000,ct, 97 GSXR750,salvage. (219)482-7620. IN



CR Rubber Mounted Clamp

97-9, reduces harshness and vibration. emigracing@earthlink.com or Call Emig Racing (816)847-1100. MO

1998 RM250

Absolute mint condition, stock motor, AFAM bars, FMF pipe, dealer parts kit. I'll ship anywhere in the US $4,000 plus freight. Call David (734)994-9254 Ann Arbor, MI

Call Now For Parts

All styles, all years, Kawasaki, Honda, Suzuki and Yamaha. All kinds of parts, engines, frames and cosmetics. (219)482-7620. IN

1998 Kawasaki ZX6-R'S

AMA supersport competitive, 4&6 cycle prepared, Ohlins, Sharkskinz, Race Tech, Hindle. Ask for Todd Harrington (630)513-1915. IL

YSR Wanted - 2

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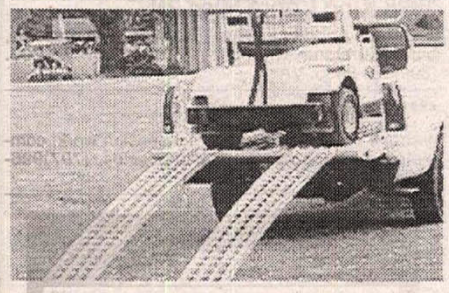

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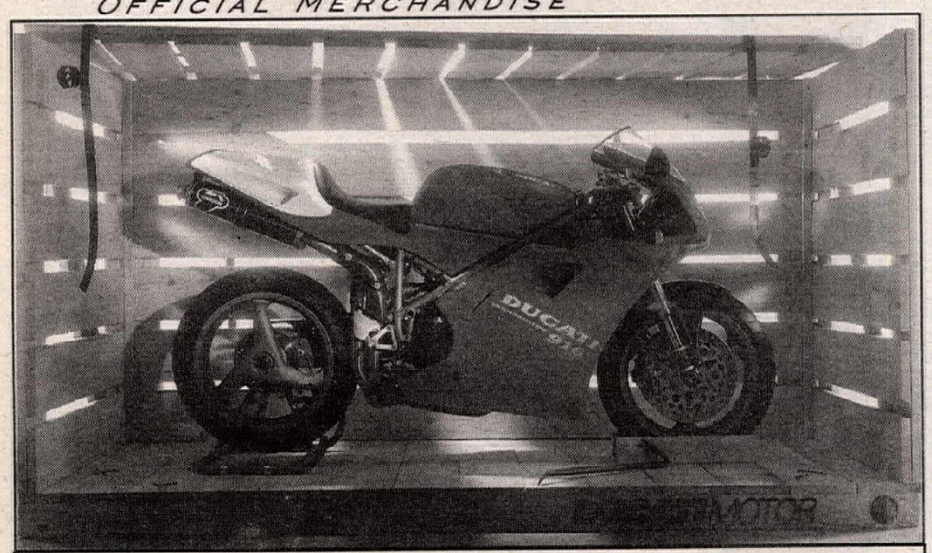

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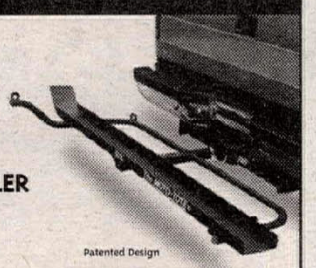

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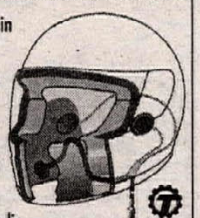

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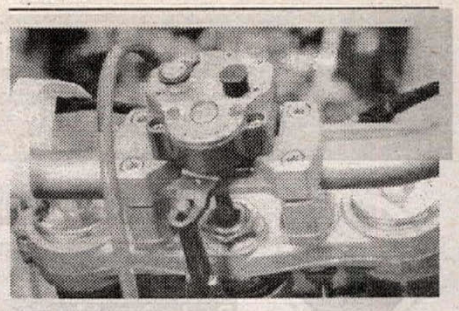

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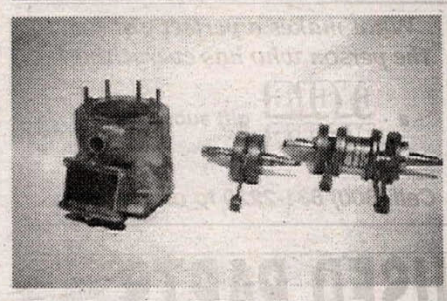

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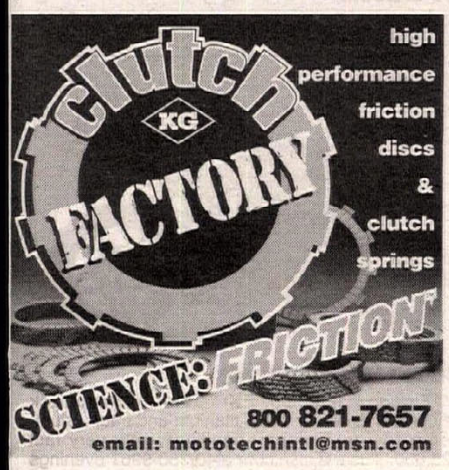

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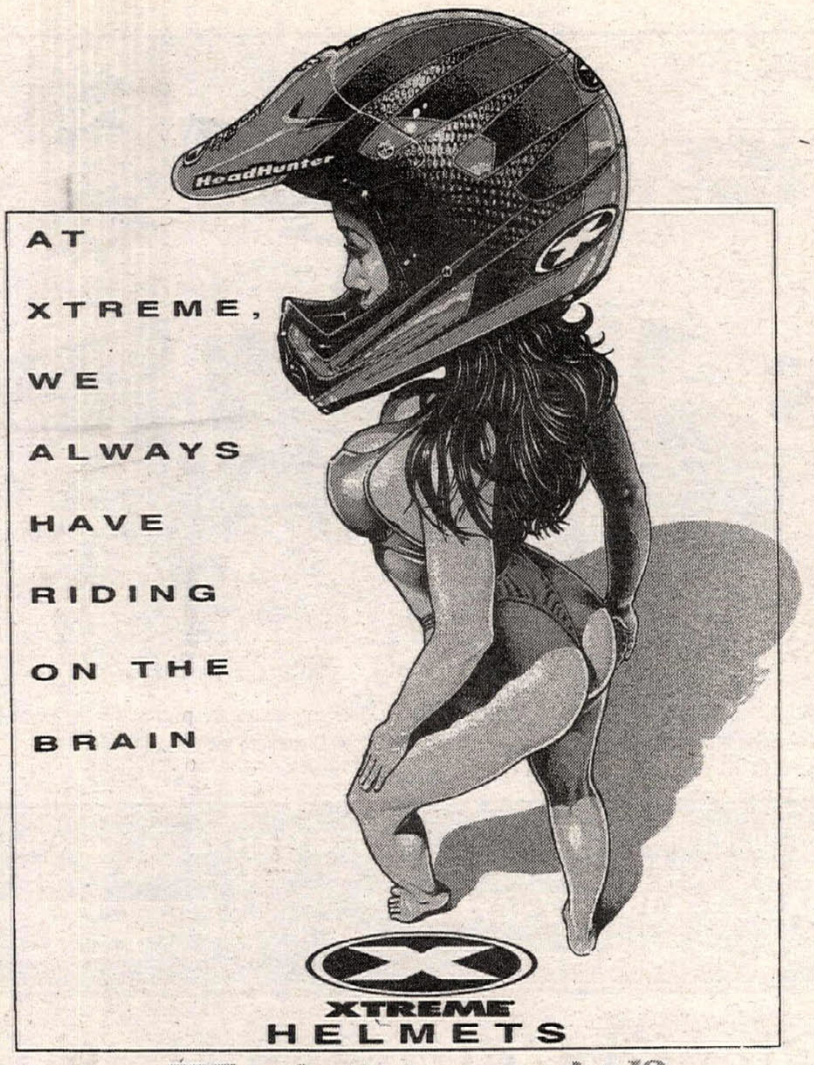

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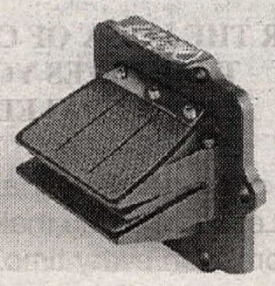

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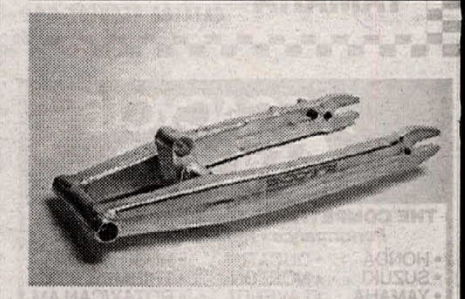

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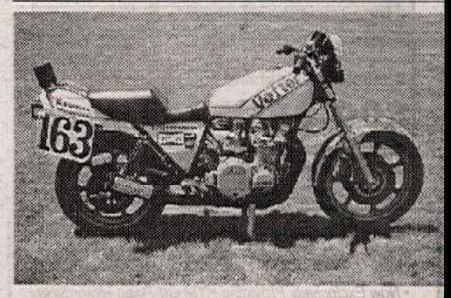

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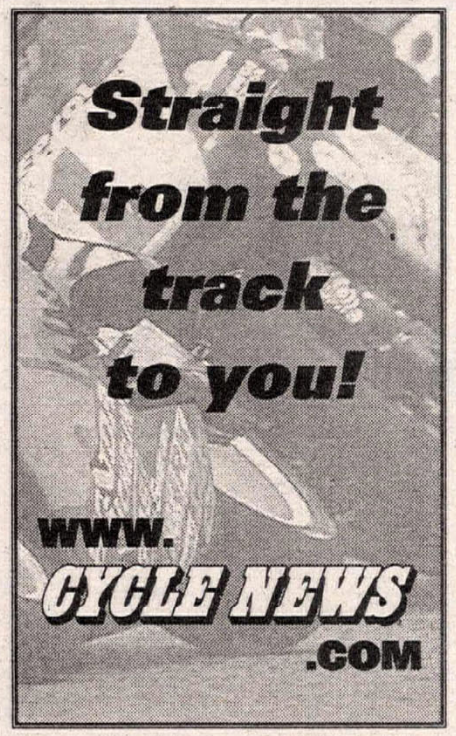

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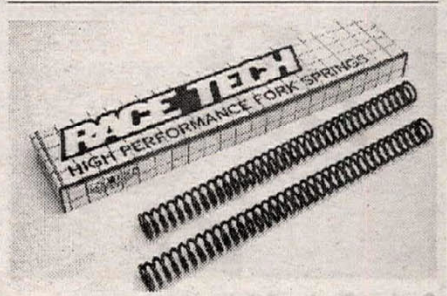

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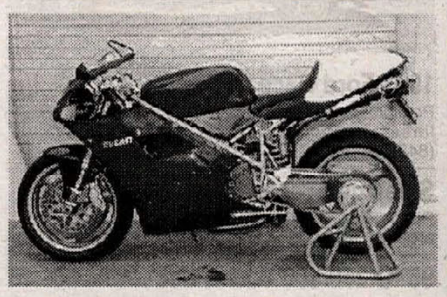

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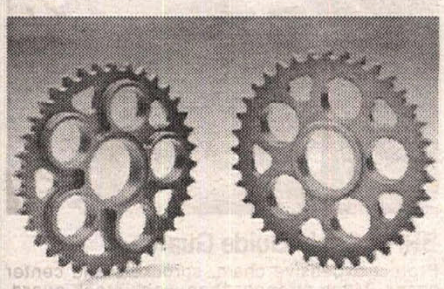

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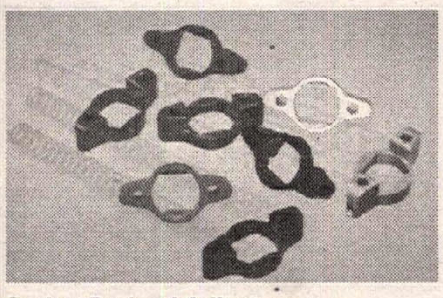

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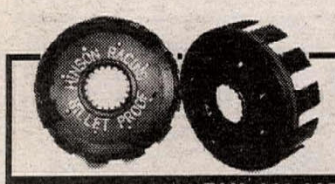

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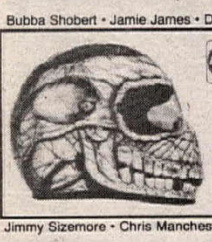

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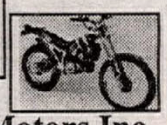

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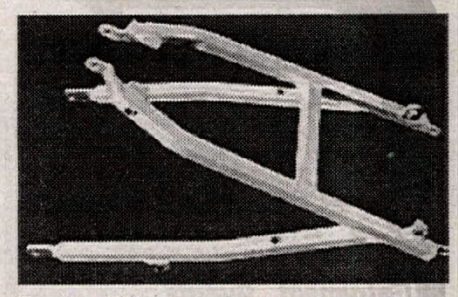

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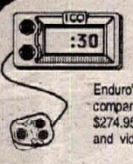

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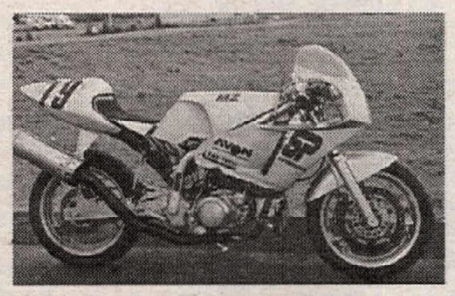

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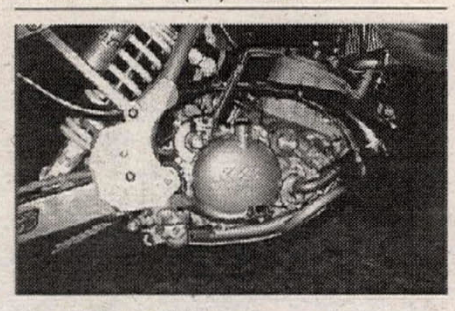

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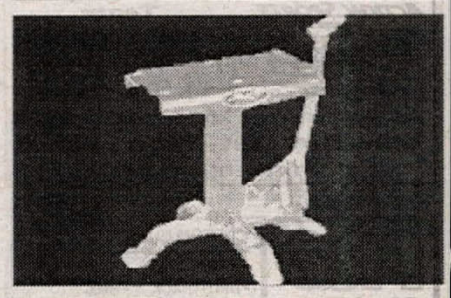

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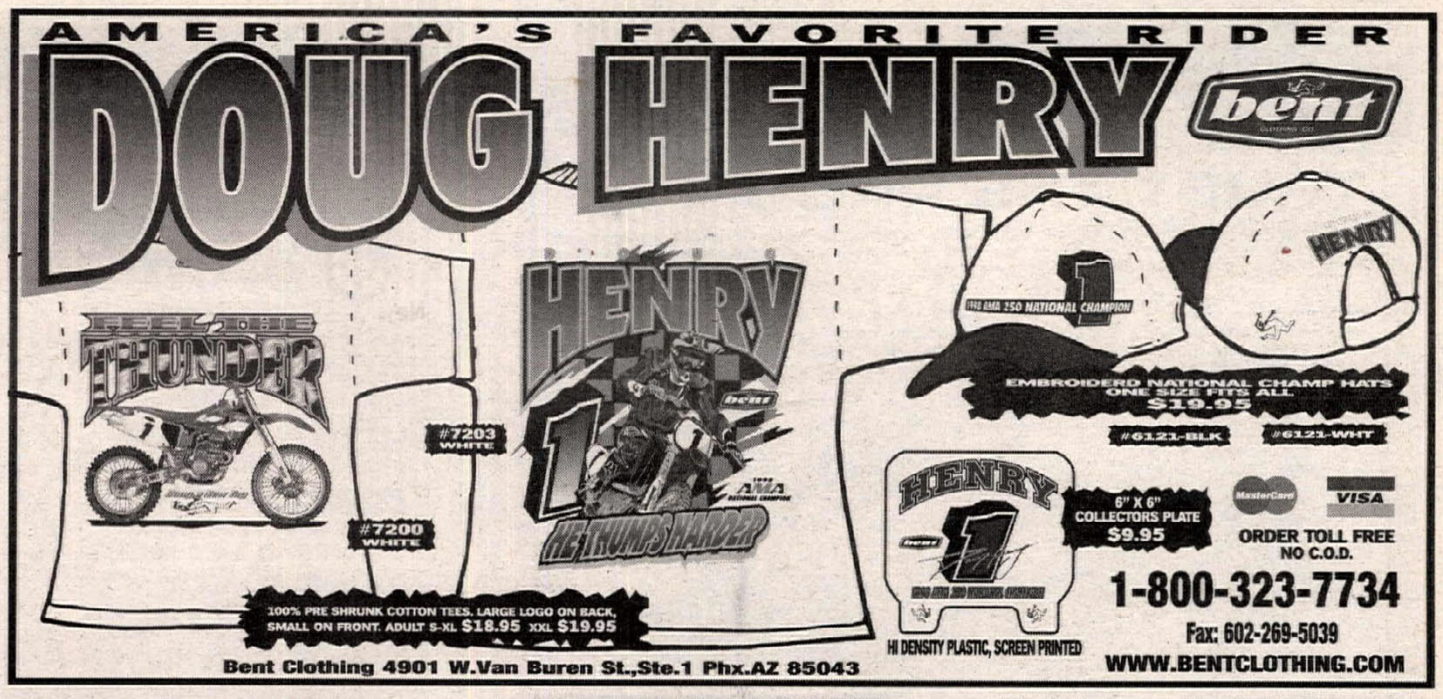

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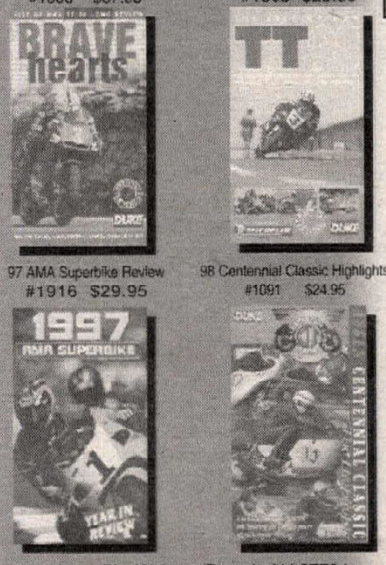

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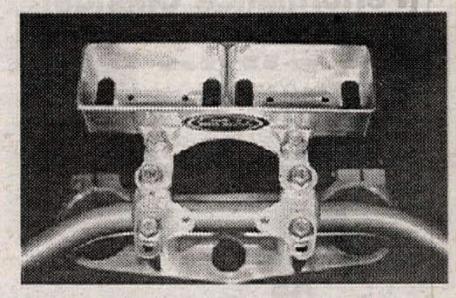

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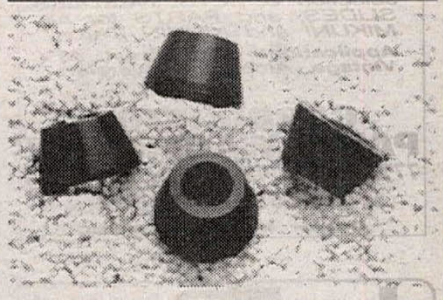

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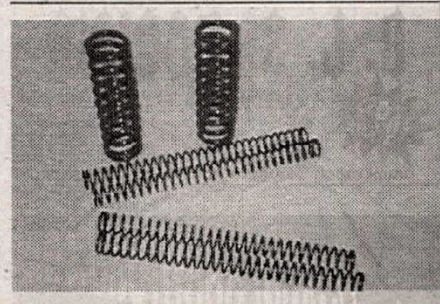

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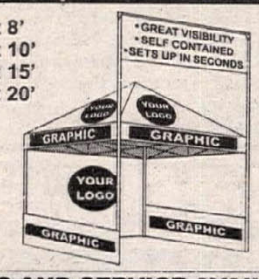

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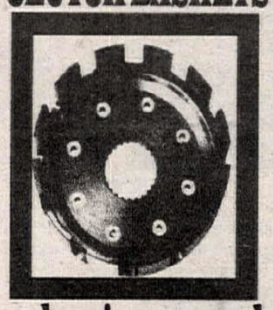

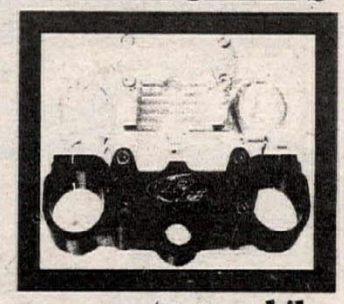

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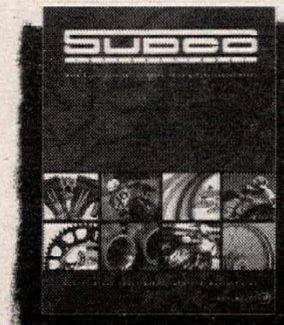

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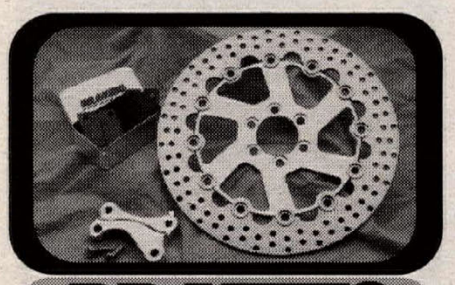

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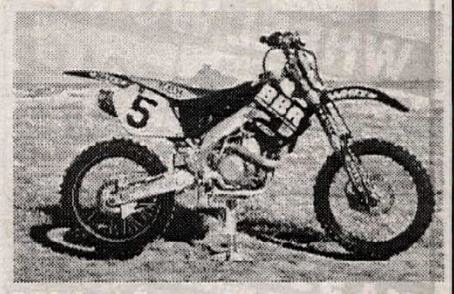

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A VIEW FROM THE FENCE

BY ERIC JOHNSON

> *"It's like going back to school. Last week I'm running up front in a GP, this week I will be a novice."*
>
> - winning Grand Prix rider Pit Beirer on the supercross layout at the Italian FastCross

Now that this year's running of the woeful Motocross des Nations is complete, I have heard a number of comments which have centered upon America's fall from grace in the event in recent years. Delivered to me by a host of motocross insiders - especially those of European descent - I listened intently to what they had to say and nodded. I've learned to keep my mouth shut and listen before reacting.

Through absorbing these comments and theories - especially the one about America now being a supercross-only nation and that its time is done - I must now say that I worry about the future of Grand Prix motocross. And while I can already hear the howls of protest, please let me try to explain my reasoning.

As you can probably tell by some of the articles and columns I've submitted to this publication, I'm a big fan of European Grand Prix motocross. In fact, Sebastien Tortelli and Stefan Everts are two of my favorite riders. And like a number of guys in my peer group, I grew up following Grand Prix motocross. The very first professional race I attended was the 1977 Mid-Ohio 125cc United States Grand Prix of Motocross, which was won by Belgian Gaston Rahier. If I think hard enough, I can still pull pretty clear images of that day from my memory.

In late May, I was fortunate enough to travel across the Atlantic to watch my first Grand Prix at Foxhill. While I enjoyed myself immensely - it was one of the best experiences of my life - I was surprised at how much anti-American-rider sentiment I heard. It seemed like just about anybody I encountered was quick to deliver their own variation on the theory that "America is great in supercross, but the Europeans are better motocross riders."

Okay. It's this type of thinking that leads me to believe that a number of European "players" have their heads buried deep in the sand, and I'll tell you why.

While walking around Foxhill on that May weekend, I was surprised to see the amount of American motocross clothing worn by the younger generation of fans. Split-Fire/Pro Circuit race jerseys, FMF hats, Fox sweatshirts and jackets, Jeremy McGrath T-shirts - on and on it went. At one point, as a 125cc qualifying session was going on, I saw a big crowd of young guys - probably aged 12 to 21 - gathered around a big TV, watching a highlight tape of the 1998 AMA Supercross Series. That evening, Foxhill Grand Prix promoter John Horler told me that he specifically integrated a Supercross section into his circuit because "the younger generation loves it and expects it." Experiencing all this made me think that American motocross is a major influence on the next generation of European fans, whether they be British, French or Belgian.

That same day, defending 125cc World Champion Alessio Chiodi of Italy told me that he desperately wanted to fulfill his dream of racing American Supercross. A few minutes later I ran into Sebastien Tortelli, who mentioned to me how excited he was to be coming to America.

It seems to me that there are people from certain nations in Europe - I won't mention where they are from - who believe we Americans have it all wrong with our supercross. "It's a circus" is the oft-heard comment. If that's the case, then why have France - the nation that has supplied the GP circuit with its best group of young riders in recent years - and Italy developed their own national Supercross series?

While there will always be big-time motocross in both Europe and America - there has to be - it can't be denied that supercross is the discipline of the future. Crowds of 60,000 fans, TV cameras, 18-wheel trucks, massive race-team budgets (Honda is sending four riders out on the road in 1999), superstar riders and big-dollar corporate backing add up to a sport on the rise. And don't think that the rise of America's premiere off-road series is lost on the Europeans: 250cc Grand Prix overlord Giuseppe Luongo and his hugely influential Action Group are currently hard at work nurturing and developing a World Supercross Series that will include Europe, Asia and perhaps America. And if that series eventually catches fire, which it is expected to do, what effect will that have on the GPs? Sure, the French will be ready and prepared to run in it, as will the Italians, but what about the Belgians, the English (the people that brought us "scrambles"), the Dutch, the Swedes, the Finns and the Germans?

Stefan Everts is arguably the greatest natural-terrain rider in the world, but he's gone on record as saying he will never race supercross in America. What kind of message does that send to the young up-and-coming riders in Belgium - a country that prides itself on its winning heritage in the sport? Come to think of it, are there any good young riders coming out of Belgium? I can't think of any.

> *"America is not the power in motocross that it once was..."*
>
> - anonymous European motocross insider

Since the early 1990s, the best young riders in Europe have come from the nation of France. However, history has shown us that once these riders succeed on the GPs, the next step is American supercross and motocross. Bayle, Pichon and Roncada have put a stake in the ground here. Next year, and the year after, the trend will continue. The defending 250cc World Champion, Tortelli, is already in California. Chiodi, the 125cc champ, will be here in a year, as will the talented GP winner David Vuillemin. What does it say about the future of the GPs when all of the best young riders of Europe have their sights set on America?

I don't believe every European GP rider has to come to the United States to race supercross, but in the years to come, they are going to have to face the music and race it somewhere. Why? Because the factories are going to expect it. The Big Four Japanese race teams, along with Husqvarna and KTM, are global companies that are very much in favor of showcasing their products and their respective brand names before stadiums full of 60,000 people, many of whom are in the attractive 12-to 34-year-old demographic (in other words, the people who will be motorcycle purchasers in the years to come).

They can do this by being wrapped in the clean, comfortable, entertainment-friendly blanket of the world's soccer and baseball stadiums.

I'm sorry, but the days of "America can have its supercross" will soon be gone. And if Europe and its Grand Prix circuit expects to flourish and work in tandem with it (as we do quite well in America) instead of fighting against it and talking of its "evils," they had better get their collective heads out of the sand and take a good look around.

Before anybody gets down on me for slagging Europe's resistance to supercross, let me be the first to tell you that I love the GPs and natural-terrain motocross as much or more than anyone. However, if the natural-element discipline is to flourish into the next millennium, it will need to work in unison with supercross and not against it.

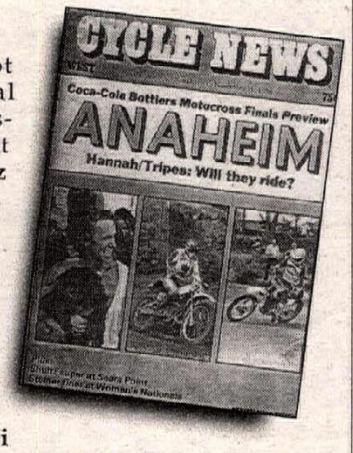
A change is coming, and our friends in Europe had better be prepared for it. Because if they aren't, they'll end up going the way of the dinosaurs - and we all know what happened to them. CN

LOOKING BACK...

30 YEARS AGO...
NOVEMBER 28, 1968

A *Cycle News* reporter was among the 789 riders who joined the Ace of Clubs motorcycle drill team for a weekend ride into Ensenada, Mexico, during the **Ensenada Libre poker run**... At Ascot, **David Aldana** (BSA) finished up his year by setting three track records and winning the Novice main event... The **Spokebenders desert race** near Stoddard Wells, California, drew some 360 riders. The incomparable **J.N. Roberts** (Hus) was the first man across the finish line... Despite breaking a handlebar, **Larry Darr** (Bul) came back to win the 200cc Amateur division at the Palo Alto MC scrambles in Fremont, California... Several **motorcycle land-speed records** were broken on the Bonneville Salt Flats during the 1968 edition of Speed Week. Among them were the gas record, which was upped to 124.528 mph by **Phillip Waterberg** (Vin), and the fuel record, which was reset to 141.879 mph by **Don Slinger** (R-E).

20 YEARS AGO...
NOVEMBER 15, 1978



Maicos were the hot ticket at the final round of the Trans-AMA Series at Sears Point Raceway. **Darrell Shultz** (Mai) won the 500cc class, while **Danny Chandler** (Mai) did the trick in the 250cc class... **Carey Steiner** claimed the number-one plate at the conclusion of the Kawasaki Women's Motocross Nationals in Carlsbad, California... **Kawasaki** gave us a glimpse of its 1979 motocross and off-road wares. Among the new bikes was the **KLX250**, which mated a 250cc four-stroke to the KX125 chassis... **Bob Balentine** (KTM) ran away with the CRC California City GP... We offered a feature on three hot new **enduro clocks**, which were available in prices ranging from $49.95 to $139.95... We also previewed the **Anaheim Supercross** - which was to be the final round of the 1978 AMA Supercross Series season - and we had a brief chat with the founding father of supercross, **Mike Goodwin**.

10 YEARS AGO...
NOVEMBER 9, 1988

Suzuki unveiled its line-up of motorcycles for the 1989 model year. Included in the dirt line was the new **RMX**, an RM-based model that was designed specifically to meet the needs of the off-road rider. Suzuki also introduced the budget-based GS500E street bike, which remains in the lineup today... **Dan Smith** (Hus) scored a wire-to-wire win in the 100s MC Championship H&H near Soggy Dry Lake in Lucerne Valley, California... **Jeff Fredette** (Kaw) won the Illinois Cross Country Championship in Morrison, Illinois, completing the two 33-mile loops in three hours and two minutes... **Will Davis** (Rtx) dominated the final round of the AMA 600cc National Championship Series at Dixie Speedway in Georgia, while **Ty Davis** (Suz) and **Buddy Antunez** (Suz) did the same in the 250cc and 80cc classes, respectively, at the final round of the CMC Trans-Cal Series in Carlsbad, California... We also featured an interview with World 250cc MX Champion **John van den Berk**. CN

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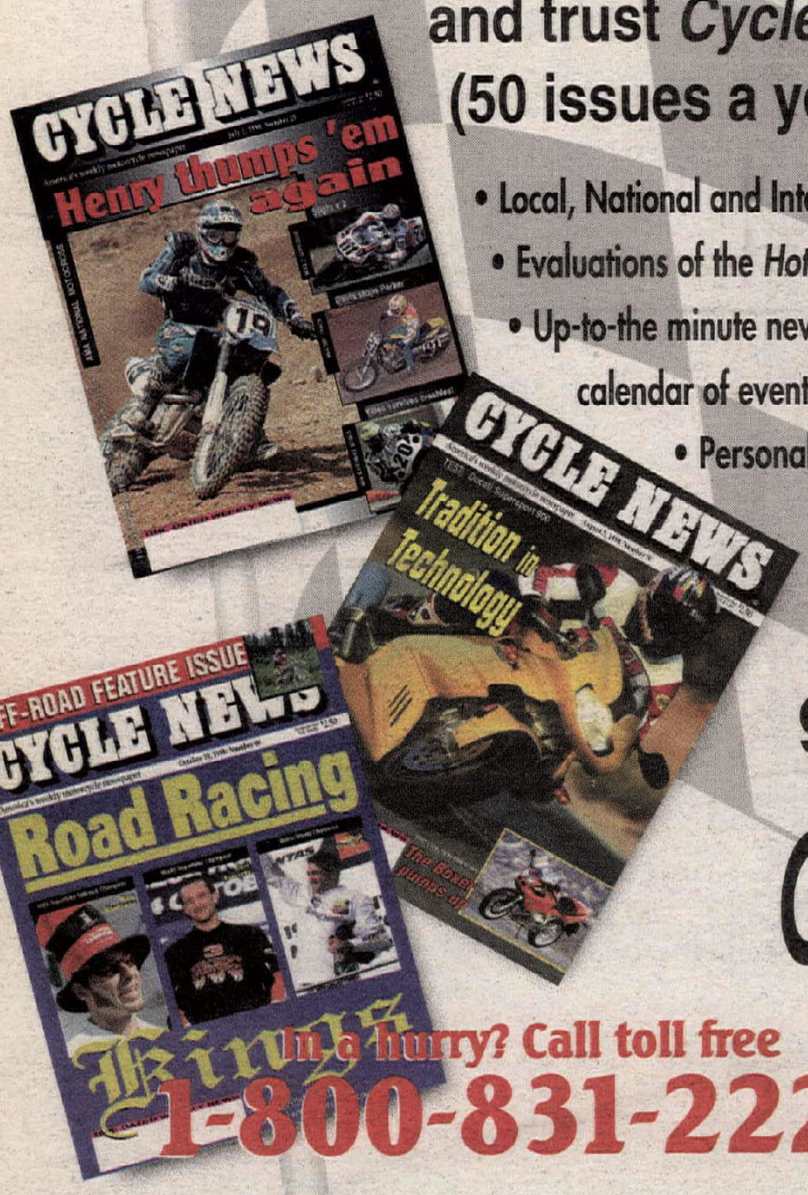

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